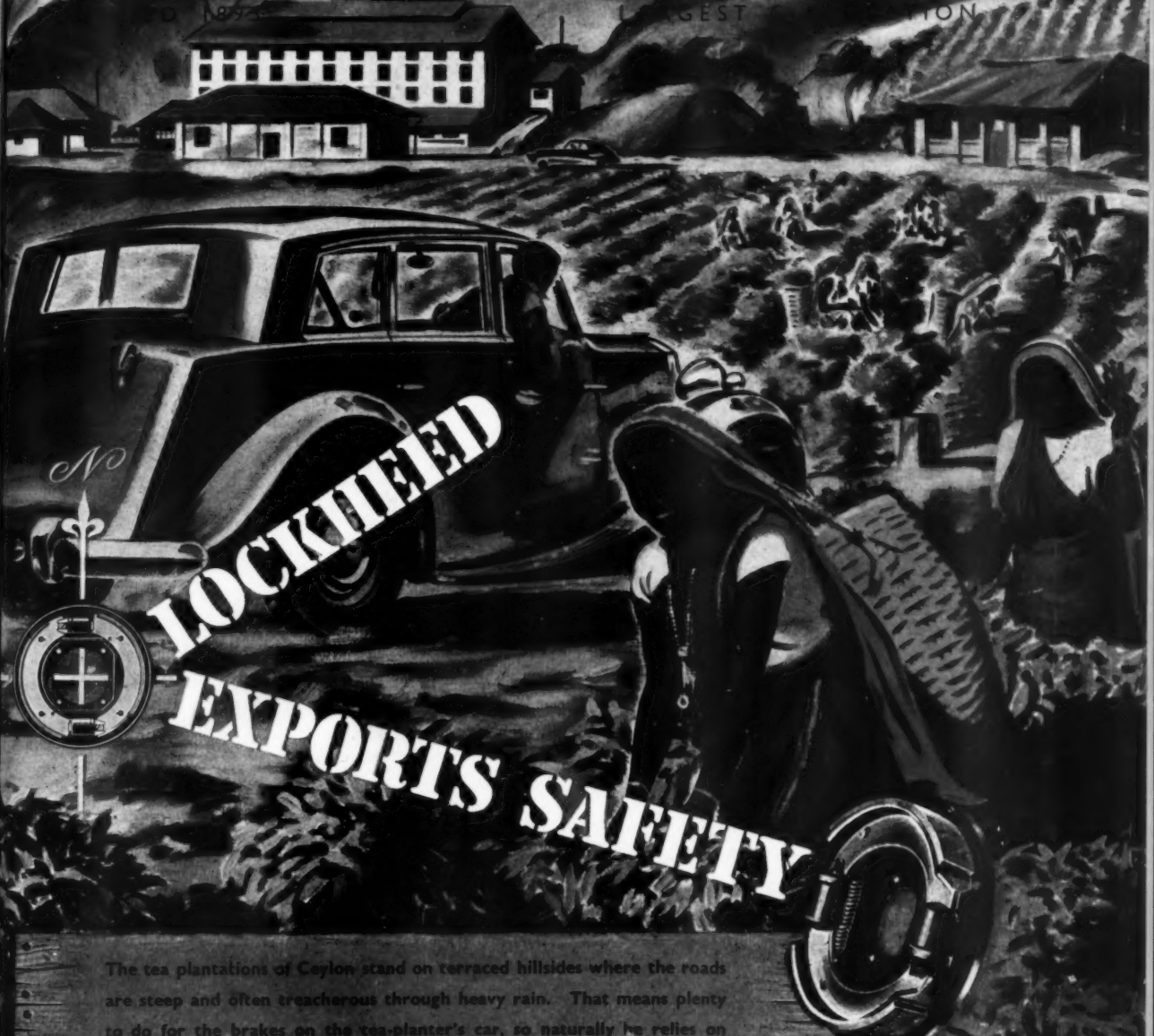


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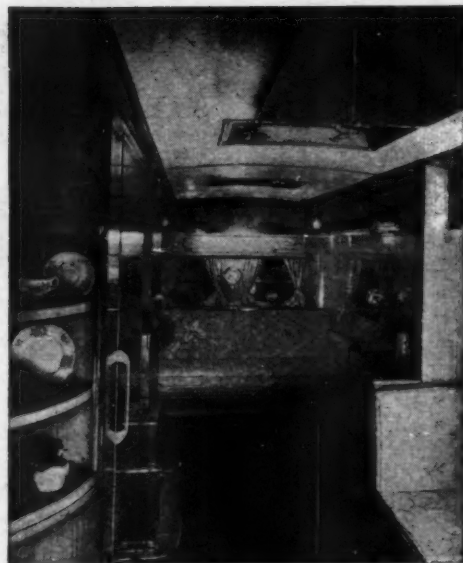
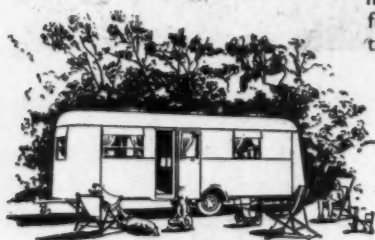
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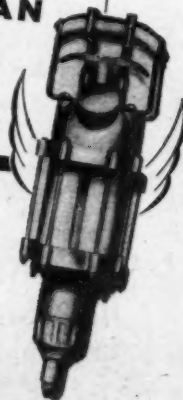
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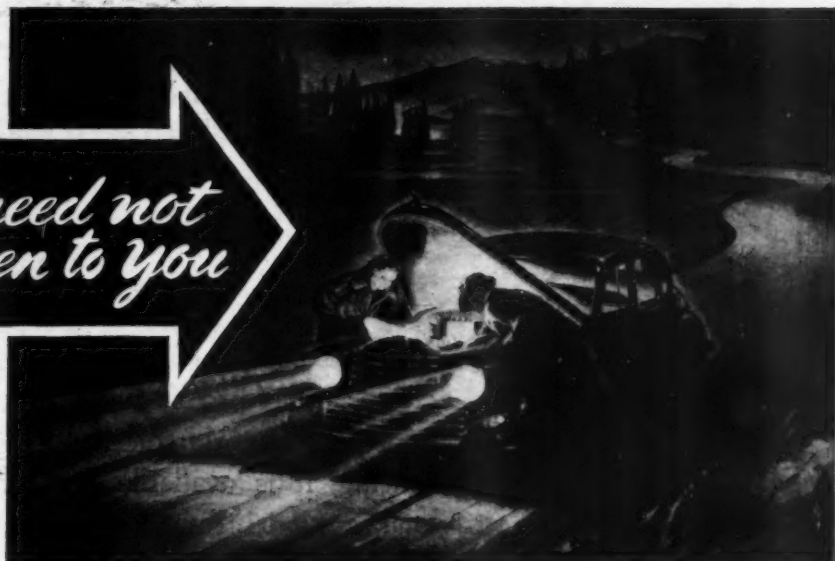
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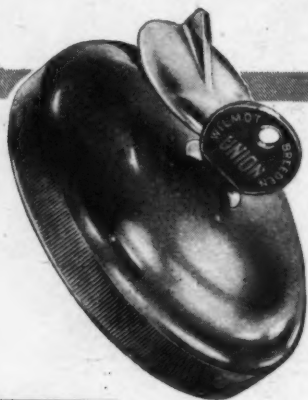
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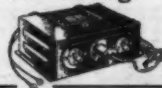
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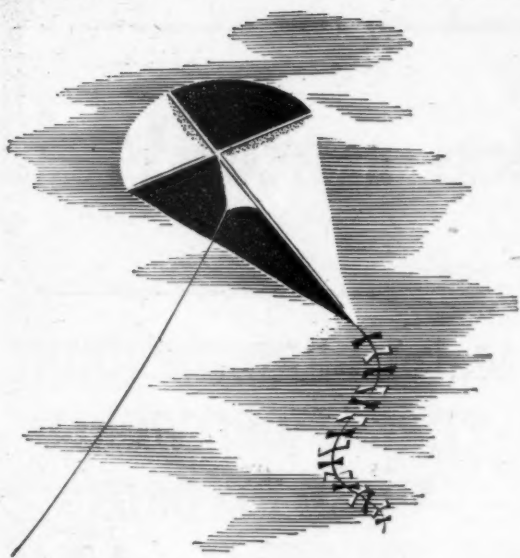
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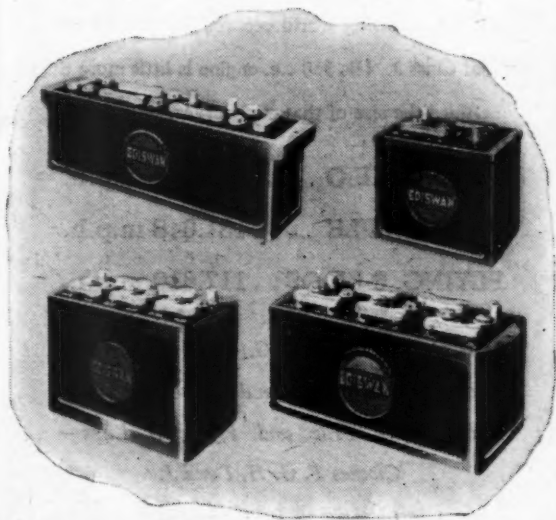
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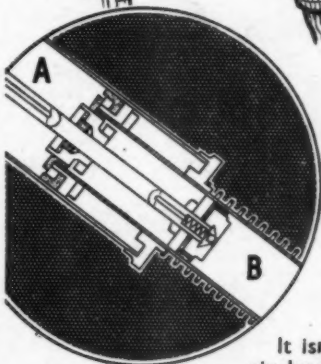
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# The Autocar

FOUNDED 1895

No. 2858

FRIDAY, AUGUST 11, 1950

Vol. XCV

## Manual or Automatic?

THE tendency on the part of the police to over-ride traffic lights in their efforts to assist traffic flow is increasing and is to be deprecated. The country has an affliction of such lights, as has been previously noted in this journal, but this much at least may be said of them; left to their own automatic devices they are more efficient than the police officer who feels that he can improve matters by authorizing their disregard. In no instances in the experience of this journal does improvement result.

The instinct of local authorities to hurry to the refuge of traffic lights wherever traffic presents difficulty is well instanced by a cross-roads in an East Berkshire town. In this, a relatively minor road crosses a main road at a junction made fairly blind by buildings, and both legs of the minor road carry halt signs. The signs are persistently disregarded.

The remedy here is obvious, and it is fair to the local authorities to record that they have drawn the attention of the police to the disregard of the halt signs. But without waiting to see the result of police efforts to enforce the law they have made application for the installation of traffic lights, disregarding several vital factors. One of these is that the main road climbs sharply up to the crossroads from the east, which means that there will be much stopping on a gradient, always a source of trouble. Another is that one of the blanking buildings will almost certainly be demolished in the near future, thus presenting the opportunity for the crossing to be opened out. Thirdly, stopped traffic on the main road will frequently block the entrance to a market car park which is packed with farm vehicles every Thursday. Local authority, however, has not envisaged such contingencies and their effect on the junction. It has "passed the buck" to the red, amber and green without remembering its duty to keep traffic flowing, and will no doubt assume an air of injured virtue if a wiser Ministry decrees that the installation of traffic lights at this particular junction is not justified by the circumstances.

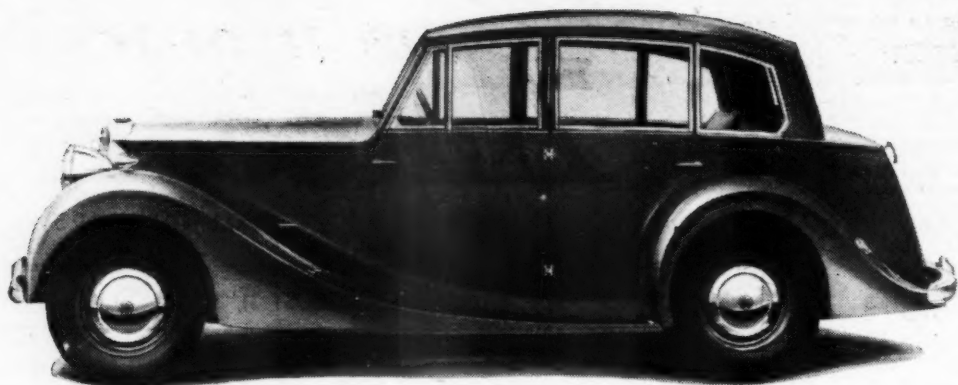
## Easier-than-Top

THE successful application of the Laycock de Normanville overdrive to a British car is to be welcomed, for we have always felt that through overdrives lies the way to increased economy and longer engine life, as well as even easier travel. Latest experiences of this transmission extra will be found on the following pages.

The application of overdriving is probably the transmission optimum for medium-sized British cars while the present losses persist in fully automatic transmissions, and while tooling-up and production are so expensive for limited output. A medium-sized engine cannot afford an 8 per cent loss of power in the transmission, a figure which is typical of transatlantic transmissions; nor can it afford the horse-power necessary to propel the considerable weight of fully hydraulic transmission, the world public being still so little cognizant of mechanical matters as to compare car and car regardless of engine size. While this state of ignorance exists the performance of medium-sized cars must be within challenging distance of that of the leviathans if they are to retain their competitiveness.

None the less, car buying opinion is slowly but surely leading to the elimination of the clutch pedal, and the fact puts the European industry in a considerable dilemma. How the industry will ultimately resolve that dilemma is awaited with interest, and we feel reasonably optimistic in view of the developments that are going on behind the scenes. Moreover, at a time when the persistence of the sellers' market militates against maximum competition between one manufacturer and another, it is refreshing to find a technical challenge being made by America; the British are at their best when the odds against them are considerable.



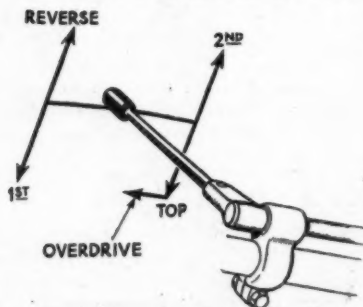


## An Overdrive Triumph

EXPERIENCES OF THE LAYCOCK DE NORMANVILLE TRANSMISSION

**T**HIS review is a preliminary report upon the behaviour of a new staff car, a Triumph Renown, equipped with the Laycock de Normanville overdrive, an interesting new British development, the technical description of which has already been published (October 21 and 28, 1949). The car has so far covered only 2,500 miles and is just reaching the run-in stage. It is, in fact, just about ready for its first "once over," after which definite tests will be made.

However, the initial work of the car



A small movement of the gear lever towards the driver effects the change up from top to overdrive.

has been so satisfactory that these early impressions are the result of a very definite enthusiasm. The Triumph Renown saloon is a car of character, and the occupants find themselves flowing easily and quietly over the road miles in a state of comfortable repose, all of them, incidentally able to see the countryside easily by reason of the large window area and the slender pillars of the coachwork. The relatively large four-cylinder engine has a definite strength of purpose which is devoid of fussiness, and this gives the car a comfortable feeling of taking small notice of gradients, and of being ready to accelerate strongly

when overtaking. It is, therefore, the kind of car in which the normal sort of driver, during a 100-mile journey, will probably cruise along, entirely at ease, at a speedometer reading between 50 and 60 m.p.h., according to road circumstances. The normal gear equipment is a three-speed box, with steering column control below the wheel on the left side, giving ratios of first, 16.35, second, 7.71 and top, 4.625 to 1. These gear ratios are well suited to the power to weight ratio, and the liveliness on second is sufficiently good to remove from a critical driver's mind any idea that he might prefer to have a four-speed box.

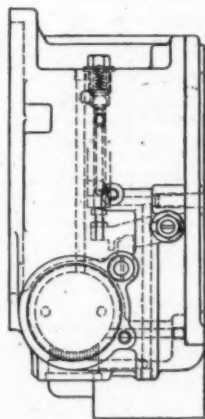
### The Little Extra

But when the car is given the Laycock de Normanville overdrive, something valuable is added. There is a great deal of difference between a normal four-speed gear and a three-speed gear with overdrive. It amounts perhaps to this: In towns, traffic, 30 m.p.h. limits, and twisting country lanes, normal top gear is used as a matter of course, with the benefit of flexible acceleration and, of course, the quietness of direct drive. But once outside these restrictions the overdrive is put in, and stays in for perhaps 85 per cent of the total driving. The Laycock de Normanville transmission raises the ratio from 4.625 to 3.79 to 1. This is an increase of 0.82 to 1 or 22 per cent.

That actually raises the easy cruising speed from the 50 to 60 m.p.h. range up to 56 to 66 m.p.h. In this respect the net result of the overdrive is not always to reduce the time taken over a specific long journey—unless one happens to be in a hurry—but materially to reduce the *fatigue* of the journey. One maintains an effective average speed with so little effort. Incidentally, what difference the overdrive can make to the maximum speed

possible, the writer does not yet know, having been averse to thrashing a new car before it is properly run in.

It should perhaps be made abundantly clear that there are two ways of regarding the value of an overdrive. So far the influence upon average speed only has been described. Not everyone is interested in the aspects of speed. Looking at it the other way round, therefore, the overdrive can be, and is, used as a means of obtaining greater ease of travel at moderate speeds. If the car is proceeding at an easy 35 to 40 m.p.h. on normal top gear, when the overdrive is brought into use the engine runs more slowly, and one receives that pleasing "ticking over" sensation.



Operation of the ball valve releasing oil into the cylinders. The cross-shaft shown in section on the right is connected to the steering column lever. It lifts the dotted finger, which raises the hollow spindle above it. This seats the reduced end against the ball, lifts it and allows oil to pass round the reduced spindle end and thence through drillings to the cylinders.

Raising the Triumph's top gear ratio by about 20 per cent does not give the feeling that the car is now over-gear. There is still ample acceleration from 30 m.p.h. up to the limit, gradients are still climbed easily, and village traffic driving does not necessarily demand cutting out the overdrive. In fact, one frequently arrives at Halt signs whilst still in overdrive, having felt no previous need to return to normal top. And that observation brings to notice what appears to be the only minor awkwardness of this highly developed gear.

#### Finger-tip Control

The manner of controlling the Laycock de Normanville overdrive is extremely easy and simple. When the gear lever is in normal top gear position and overdrive is wanted, one finger is enough lightly to lift the lever about an inch upwards, and that movement is all that is required to operate the hydraulic mechanism which controls the epicyclic gearing. The movement can be made without touching the clutch or altering the pressure on the throttle pedal; and the gear takes up the drive with a barely perceptible little thump. Passengers perhaps do not even notice it. If the clutch is momentarily released whilst the change is made, it is completely imperceptible. The overdrive, by the way, is completely inaudible at all times.

#### Back through Top

To cut the overdrive out, the gear lever is simply depressed lightly back into normal top gear position. There is just one thing that the driver must bear in mind. When the gear lever is in overdrive position, it cannot be moved back to second gear without first being depressed into top gear position. That is the slight awkwardness already referred to. One can, until used to the control, arrive at a Halt sign in overdrive and stop, and then be puzzled because one cannot straightway change into bottom gear. It must be remembered that the gear lever has to be moved out of overdrive back into top before the normal functioning of the gear lever is resumed.

Regular use of this overdrive makes a driver wish that all gears were as simply controlled, by just pushing a lever over a distance of an inch or so with one finger, and no shock or noise. No skill is required beyond a rudimentary use of the throttle pedal to give the engine a chance to adapt its revolutions. Genuine and positive gear changing by finger tip has much to recommend it over an automatic change. An automatic change cannot "think ahead" like an experienced driver.

It may be that this form of transmission will prove the most successful compromise between the ordinary four-speed gear box and the fully automatic transmission, as is pointed out in a leading article this week.

## HOW IT WORKS

*THE* modus operandi of the Laycock de Normanville overdrive has been described previously in "The Autocar," but it may be as well to reiterate the method.

The device replaces the normal tail extension of the three-speed gear box on the Triumph Renown, with the result that no alteration either to the gear box mountings or to the propeller-shaft is required. If reference is made to the drawing below the operation can be followed.

The planet carrier of an epicyclic gear is attached to the end of the output shaft from the gear box, and this shaft also carries the inner member of a roller free wheel. The outer member of this free wheel is carried by a drum on the output shaft of the overdrive, which runs to the propeller-shaft and so transmits the drive to the back wheels. The drum has a clutch cone on the outer periphery and a toothed annulus on the inside.

The planet gears within the carrier are compound. The smaller gears engage with the annulus, and the larger with a sun wheel, and it is the difference in planet gear size which gives the overdrive ratio, which is 0.82 to 1.

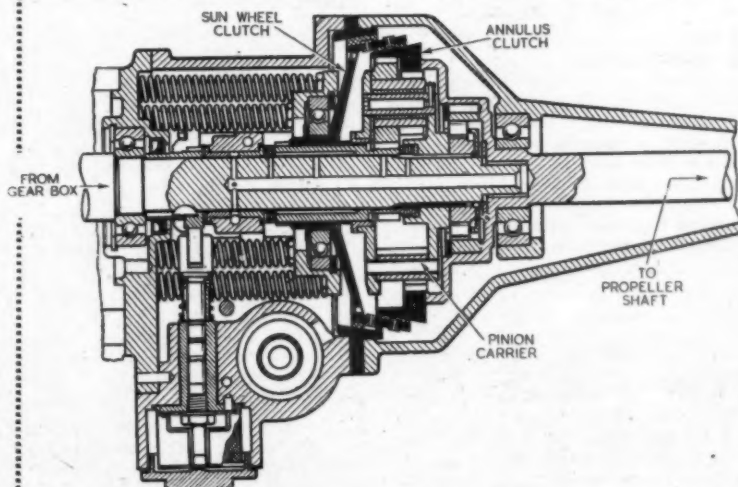
The sun wheel is carried on a sleeve which rotates freely on the outside of the gear box output shaft, and the outside of this sleeve is splined. A double-acting clutch member slides on the splines. When the clutch member is slid to the left it is clutched to the gear box casing, and when it is slid to the right it is clutched to the annulus.

To take the simpler action first, consider the drive when the clutch member is locked to the annulus. It is direct, via the gear box output

shaft, the planet carrier, which drives the sun wheel via the planetary gears, then through the clutch member and the annulus clutch, which is part of the drum mounted on the output shaft of the overdrive. The planetary gearing rotates as a solid mass because, the sun wheel and the annulus being clutched together, the planets are unable to run round either member.

When the clutch member is locked over to the gear box casing the sun wheel is held stationary and the planet carrier rotates the planet wheels around it, so that the annulus is rotated at an increased speed dependent on the difference in the number of teeth in the compound planet wheels. With the overdriven annulus rotates the drum and the output shaft to which it is attached. It is in this operation that the free wheel comes into action for the annulus can be driven at a higher speed than the gear box output shaft because it can overrun its free wheel coupling to the planet carrier.

The clutch member is held in the direct drive position by the action of the multiple springs seen in the drawing. Withdrawal to the overdrive position (clutch locked to gear box casing) is effected by the manual operation through the gear lever of a ball valve in an hydraulic unit. This unit operates in the following manner. A plunger pump driven by a cam on the gear box input shaft builds up pressure in an hydraulic reservoir. Two cylinders contain pistons which act in opposition to the clutch springs when oil pressure is admitted to them from the reservoir, and the admission of oil is controlled by the movement of the ball valve.



The overdrive unit in section, with the vital clutch member and annulus shaded black in order to assist the understanding of the mechanism.

# Disconnected Jottings

BY THE SCRIBE  
Drawings by Barry Appleby

## Space

THE SCRIBE is not one of those Englishmen who are never happy except when describing or planning their next trip across the Channel. He agrees strongly with a recent correspondent who was not afraid to say that on average the much-maligned British hotels are better than those in France. All the same he does envy the space enjoyed by the motorist abroad. This is a *sine qua non* of happy motoring, and the French are still the fortunate inhabitants of a mainly agricultural land. Not only are they lucky in thousands of kilometres of ruler-straight roads, nearly empty of traffic, but also in the vast parking spaces in towns. It is not a matter of *finding* a place to park in one of the shady squares in France, but of *choosing* one.

♦ ♦ ♦

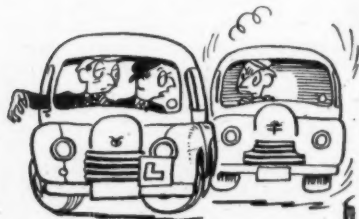
## Parvis

COMMENTING on a recent touring article about East Anglia, veteran correspondent L. A. Postle, a countryman in that delectable district, challenges us by saying that he very much doubts if we, or the author of the article in question, know what a parvis is. 'Alas, he was right, for recourse was had to the O.E.D. for the meaning. But we can come back by pointing out that Mr. Postle was hoist by his own parvis, for the "e" is erroneous and marks a common misspelling of parvis, an enclosed space in front of a church; many good examples exist, says our informant, in East Anglia.

♦ ♦ ♦

## Peeved Learners

THE Correspondence Editor has been showing me some letters from irate learner drivers who have failed in the test. One reader explains that he "nearly fell over backwards" when he was told that he did not draw over to the right, when turning in that direction, enough to let other vehicles pass him on his left. He says that had he done so on the occasion in question he would have



Pulling out.

collided with a bus approaching from the opposite direction.

I cannot help but feel that the examiner was probably right. Familiar as he must be with the particular road, he would know whether or not a driver could leave the necessary room. Also, the inexperienced driver probably does not realize how near he can go in safety to the line of the approaching traffic, or how little space is needed for traffic to pass on his left. And how aggravating it is to be held up by a car which could easily be taken farther out to the right!

♦ ♦ ♦

## Turning Left

A SIMILAR case came to my notice a few weeks ago when the "victim" collared me personally, after failing because he made incorrect turns to the left. He was most annoyed about the whole thing and I could not repeat what he thought about driving examiners. In due course I got the facts from him. He was in the habit of pulling out a few feet to the right before making a left-hand turn, and thus levelling out the corner. "The Book," he told me, had a diagram explaining the manoeuvre.

It was quickly evident from what he said that he had been studying the "how not to do it" sketch, and I tried to explain how very easily an accident would be caused if he stuck to his highly dangerous technique in congested streets. He admitted this but I think he was still "sore." I am sure that most complaints against the examiners should be directed at the noble friends of the learner who are prevailed upon to try their hand at instructing.

♦ ♦ ♦



Handful.

## Tuning-up

EXPERIENCE suggests that the most dangerous moment for the good driver is when he takes over a strange car from a fellow-driver who has been driving it really fast. To sit alongside such a driver is to have one's faculties tuned up to the speed at which he is going, and then when seats

are changed the ex-passenger almost subconsciously accelerates immediately up to comparable speeds. There are a few cars on which this can be done without the new driver feeling the slightest discomfort, but on the majority he finds—if he does not realize what has happened and slow down—that the car is a bit of a handful until he has got its measure. And when cars display the "bit of a handful" mood is when danger is lurking round the next corner. It takes an appreciable time to get the measure of a strange car for fast driving.

♦ ♦ ♦

## Under Bushels

A COLLEAGUE who believes that his is the type of mind that was described in a recent Jotting (July 21) as being able to forget traffic signals, even when their operation is indicated, as it was on the car in question, by a red light, has said some more on the subject. It is easy to get used to indicators that do not return of their own accord, but, warning lights, he suggests, should be on a level with the eye, where they must inevitably be seen. On the same car, he says, the ignition warning light has never failed to catch his eye, and it is mounted on the top edge of the fascia.

Another owner rings me up to say



Off to their lessons.

that his wife suffers from the same aberration, with the result that he has replaced three Trafficator arms on such a car. Mrs. Owner takes the kiddies to school, and at the entrance to the playground she puts up an indicator and pulls into the kerb. Out tumble the youngsters ready to dash off to their lessons (I hope) and they sweep away the out-stuck arm in the process.

♦ ♦ ♦

## Crests

NOW that the mystery of the fabulous creatures which adorn Vauxhall cars has been elucidated we can turn to another elsewhere. Who can say from memory what the animal is which is embodied in the Lea-Francis crest?





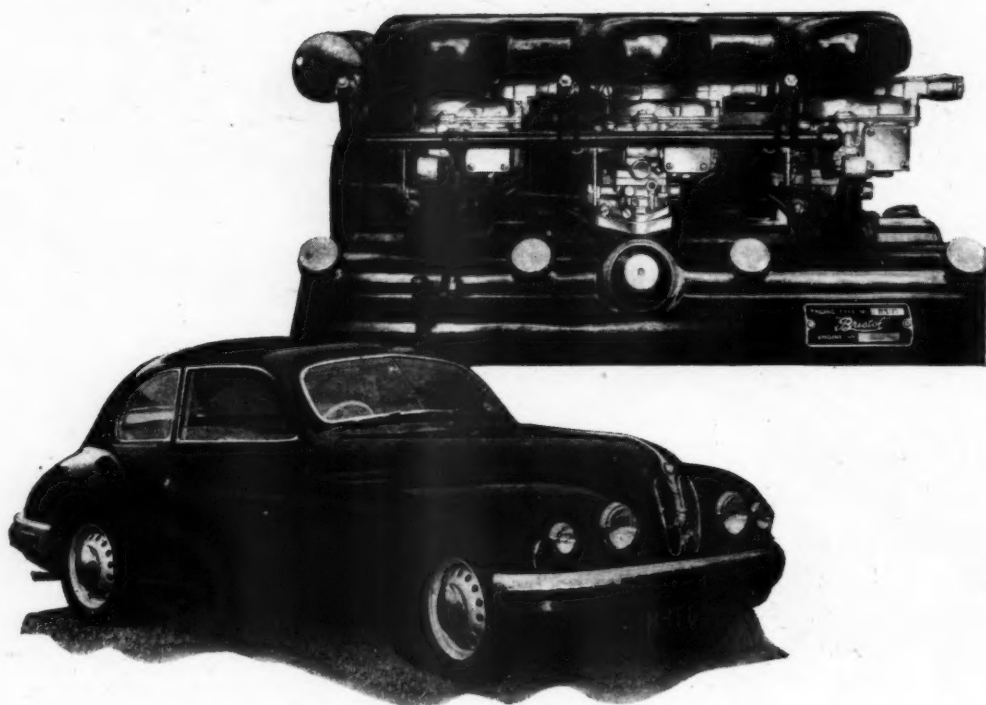
### INSTANTANEOUS RESPONSE

The high efficiency 2-litre engine, one moment imperceptibly ticking over, and the next leaping into sleek, effortless power and speed, has made the "Bristol" 401 2-litre outstanding among Britain's higher class cars.



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# NEWS and VIEWS

## Good Market

**D**URING the first three months of this year, Australia took 40 per cent of all British car exports. In the preceding year the Dominion's percentage was 27.

## Kylesku Closed

**M**OTORISTS planning to tour in the north-west of Scotland may have to modify their routes because the Kylesku ferry has been suspended.

## Anti-Histamine

**C**APE TOWN has realized the risk of motorists taking the anti-histamine drugs as cold cures. If the subject is allergic to such drugs, the effects have a striking similarity to those of alcohol. South African motorists have been warned to take such drugs only on the advice of a doctor.

## Believe it or Not

**F**ROM behind the Iron Curtain the official Czech news agency claims that production man-hours for a Skoda Tudor saloon now total only 270, as against 610 in the bad old days of freedom and democracy. Well, well!

## Petrol Up

**T**HE maximum permissible prices of petrol have been raised by a farthing by the Minister of Fuel and Power. It is understood that the oil companies are not taking advantage of this increase, but the retail trade may raise their prices by this amount.

## Very Big Three

**A**CCORDING to latest statistics, three firms dominate the U.S.A. car market by supplying more than 86 per cent of models. They are General Motors, Ford and Chrysler. The rest is shared by seven firms in the following order: Studebaker, Nash, Hudson, Kaiser-Frazer, Packard, Willys-Overland and Crosley.

## War Nerves

**J**ITTERINESS as the critical time for invasions approaches has boosted the black market price of jerricans in Paris from 6s 4d to 14s 4d. Many French motorists have bitter memories of cars that had to be abandoned at the roadside for lack of petrol when the Germans overran much of the Republic.

## Roads for Japan

**T**HE Japanese Government has embarked on a road building programme to improve a highway system which has less than 3 per cent of its surface paved and only 1 per cent surfaced with concrete.



An improved version of the Dodge Wayfarer convertible—the Sportabout—is the cheapest full-size open car on the American market, at \$1,635. The head has an aluminium frame, there are only two doors and a hydraulic transmission is used.

## Industrial Finishes

**T**HE first national exhibition of industrial finishes, postponed from last year, will take place from August 30 to September 7 at Earls Court, London. Perhaps the most intriguing exhibit listed portrays a microptic alidade, but it would be spoiling the fun to reveal exactly what a microptic alidade is, and in any case only a photograph will be shown. A Bristol car is another of the exhibits.

## Production Peaks

**N**EW car production in May reached the total of 42,794 units, of which 34,911 were for export (about 81 per cent). Production was split into the following categories, April figures being given for comparison:

	May	April
Up to 1,600 c.c. ....	28,948	28,268
1,600 to 2,200 c.c. ....	7,628	8,622
Over 2,200 c.c. ....	6,218	5,424

All records were broken by the June car production figures, when 50,928 cars were produced by the British motor industry. Over 40,000 of them were for export.

## P. W. Noble

**T**HE death is announced with regret of Commander Percy Warren Noble, at Amityville, U.S.A., at the age of 65. In the early days of motoring Warren Noble was on the editorial staff of *The Autocar* and contributed articles to this journal as well as to its associated journals, *The Automobile Engineer* and *The Motor Cycle*. He was born at Swindon, in Wiltshire, and was responsible for a number of automobile engineering patents both here and in America.

## Canadian Ford Output

**S**ALES of Canadian-built Ford vehicles have passed the 100,000 mark this year, which established a record, for this mark was reached 2½ months earlier than in 1949. Ninety per cent of the vehicles are sold on the Canadian home market.

## Across Greece

**T**HE completion of the paved highway from Kalamata, at the southern tip of the Peloponnese, to Kastanies (Thrace) is approaching. The highway

was made possible by E.C.A. funds, and similar funds have been authorized for the improvement of the 86½-mile highway from Kalamata to the Greco-Turkish frontier. This road runs through Athens and Salonika. There are now 1,730 miles of paved road in Greece, and by 1952 it is hoped that 4,538 miles of new road will have been completed.

## Quicker Transit?

**P**EAK summer tourist car traffic across the Channel is being kept moving by the opening of the new car customs examination hall at Dover. While not on the scale of the new British Railways ocean terminal at Southampton, it none the less helps to ease the weary wait of many travellers.

## Record Tyre Exports

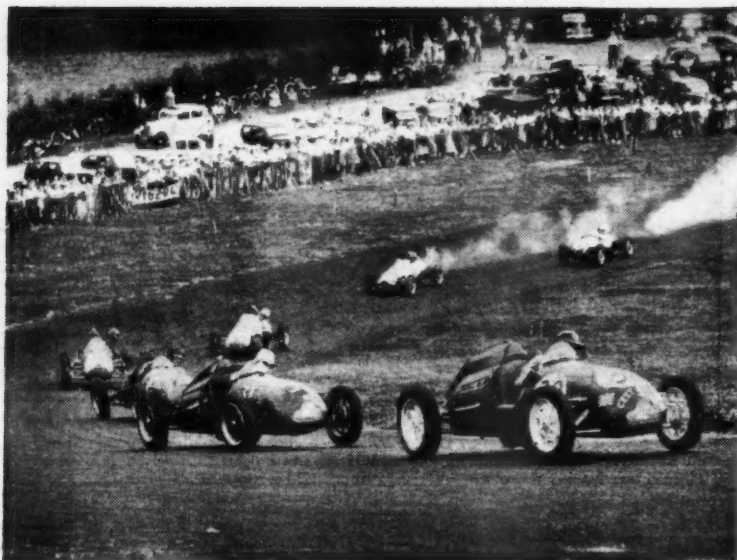
**O**VER six million new tyres were exported in the first six months of this year, 300,000 more than in the first six months of 1949, which also saw a record established. Nearly two million inner tubes were exported, 40,000 more than in the comparable period of 1949.

More than 3,000,000 tyres were on the wheels of £101,268,475-worth of vehicles, aircraft, motor cycles and cycles which were sold abroad during the period.

## Opels Exported

**T**HE redesigned version of the 2½-litre Opel was put into limited production late in 1948, and output has now grown sufficiently for deliveries to be made to home and export markets. The Captain, as it is called, does not differ greatly from the original type which enjoyed considerable popularity in 1938.

Outwardly the appearance is changed only in detail fittings. As to the chassis, a three-speed gear box is fitted instead of the original four speeds, and the gear lever has been moved to the steering column. There are now double-acting shock absorbers front and rear. The short stroke six-cylinder engine (80 x 82mm, 2,473 c.c.) remains unchanged, developing 55 b.h.p. at 3,500 r.p.m. The relatively low compression ratio of 6.1 to 1 is used. The car is of integral construction with coil spring independent suspension at the front. Overall ratio, top gear, is 4.3 to 1, and the weight is 23cwt 9lb.



The start of the final of the *Daily Telegraph* Trophy race; Wicken leads from Ian Burgess, Whitehouse, Brandon, Moss, Wharton and Westcott, all with Coopers.

## KENTISH INTERNATIONAL

### SUCCESSFUL HOLIDAY MEETING AT BRANDS HATCH

LAST Monday the 500 Club organized the first international meeting of Formula III races to be held at the Brands Hatch stadium, which comprises a one-mile road circuit in pleasant surroundings with excellent points of vantage for spectators. A crowd estimated at almost 30,000 saw an excellent day's racing, principal event being the *Daily Telegraph* International Challenge Trophy race, run in four seven-lap heats and a 35-lap final. Foreign entries comprised the Coopers of Belgian Johnny Claes and Americans Harry and Philip Schell, and the Dutch Beels. J.A.P.s of Lex Beels and J. Richardson, but apart from a meteoric initial effort by Harry Schell in the early part of one of the first races, they did not provide any serious opposition to the British competitors. Unfortunately, Raymond Sommer, who was to have competed at the wheel of a Cooper, was unable to come; his house had been destroyed by fire a few days previously.

The first race was run in three seven-lap heats, and a fifteen-lap final; in the former it became obvious that the stars of the day would be George Wicken, Stirling Moss and Bill Whitehouse (Coopers), Don Parker (Parker), and Alf Bottoms, with the J.B.S. The final was a tremendous race, Wicken getting away in the lead, chased by Whitehouse, Alan Rogers (Cooper), and newcomer Ian Burgess (Cooper); on the first lap, Moss lay fifth while Bottoms, whose gear box gave trouble on the starting line, was last of the fourteen starters. Two laps later Moss was third, having broken his own lap record (new time 53.3s, 67.54 m.p.h.), while Bottoms was already half-way through the field; a terrific struggle then

ensued between the three leaders, Stirling getting into second place. Unfortunately, after three hectic laps he lost the use of third gear and was repassed by Whitehouse; meanwhile Bottoms, after pulling up to seventh place, shot off on to the grass while attempting to pass Parker on the top bend, hitting a post and damaging the car too much to continue. Four laps from the end Whitehouse took the lead, only to run out of road himself and drop back to fourth place. Wicken ran home a deserving winner from Moss and Burgess.

Between heats and final came the race for non-production cars, won easily by Parker, while Ken Smith broke his long spell of bad luck by overtaking Truman (Bardon-Turner), to gain a well-deserved second place with the Smith Special.

Meanwhile, Moss worked furiously to

change the gear box of his car, but was unable to complete the job in time for the big race and consequently drove the car in which Sommer should have competed; he won his heat, but the car was obviously not *au point*. The remaining heats went to Whitehouse, Wicken and Westcott (Cooper-J.A.P.); in the last of these Paul Emery was unfortunate in spinning the Emeryson; although he afterwards put in some fast laps, he had lost too much time to qualify for the final. By the regulations, to preserve the international atmosphere, the final included several of the foreign competitors in spite of the fact that they had not qualified by their performance in the heats. However, they were no more successful than in the earlier events, the race order remaining unchanged almost throughout, Wicken winning from Whitehouse, John Cooper, Westcott, Ken Wharton and Eric Brandon. Burgess fell out after a good initial effort, while Wicken's car was tiring towards the end and, if the race had lasted for a couple more laps, Whitehouse would probably have overtaken him.

Altogether, a most successful meeting, commendably run to schedule. The standard of driving was high and the reliability of the cars good; among the many excellent performances by individual drivers, that of George Wicken stood out for brilliance and consistency. Light relief was provided by a race for veteran cars, before the final of the main event, staged—and won—by John Bolster (in his 1911 Rolls-Royce), who also provided an excellent commentary on most of the proceedings.

#### PROVISIONAL RESULTS

##### Race 1 (heats 7 laps, final 15 laps)

Heat 1: 1, Cooper-J.A.P. (G. H. Wicken), 64.27 m.p.h.; 2, Cooper-Norton (W. J. Whitehouse); 3, Cooper-J.A.P. (I. Burgess). Heat 2: 1, Cooper-J.A.P. (Stirling Moss), 62.32 m.p.h.; 2, Parker-J.A.P. (D. Parker); 3, Cooper-J.A.P. (S. A. Coldham). Heat 3: 1, J.B.S.-Norton (A. Bottoms), 63.83 m.p.h.; 2, Cooper-Norton (E. Brandon); 3, Cooper-J.A.P. (J. N. Cooper).

Final: 1, Wicken, 64.59 m.p.h.; 2, Moss; 3, Burgess; 4, Whitehouse.

Race 2 (10 laps): 1, Parker-J.A.P. (D. Parker), 61.54 m.p.h.; 2, Smith-J.A.P. (K. W. Smith); 3, Bardon-Turner (D. F. Truman); 4, Adams-Wood (D. Wood).

##### "Daily Telegraph" Trophy Race (heats 7 laps, final 35 laps)

Heat 1: 1, Cooper-Norton (W. J. Whitehouse), 63.16 m.p.h.; 2, Cooper-Norton (E. Brandon); 3, Cooper-J.A.P. (J. N. Cooper).

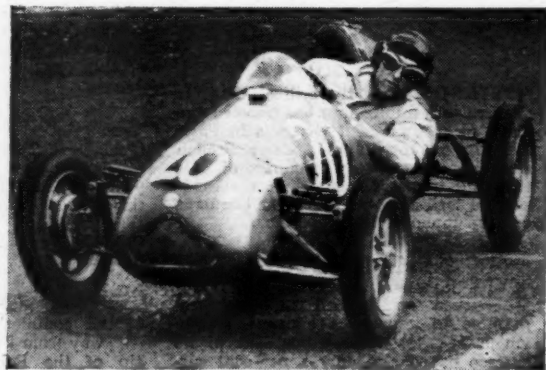
Heat 2: 1, Cooper-J.A.P. (Stirling Moss), 63.49 m.p.h.; 2, Cooper-J.A.P. (S. A. Coldham); 3, Cooper-J.A.P. (K. Wharton).

Heat 3: 1, Cooper-J.A.P. (G. H. Wicken), 64.06 m.p.h.; 2, Cooper-J.A.P. (I. Burgess); 3, Cooper-J.A.P. (A. B. Rogers). Heat 4: 1, Cooper-J.A.P. (J. F. Westcott), 62.30 m.p.h.; 2, Cooper-J.A.P. (J. Leary); 3, Iota-Triumph (F. Aikens).

Final: 1, Wicken, 63.56 m.p.h.; 2, Whitehouse; 3, Cooper; 4, Westcott; 5, Wharton; 6, Brandon.

Fastest lap of the day: Moss, 53.5 seconds, 67.54 m.p.h.

A characteristic study of "Big Bill" Whitehouse sliding his twin-o.h.c. Norton-engined Cooper round a typical Brands Hatch bend.





A halt in the woodlands of Powerscourt, a 1,400-acre estate fifteen miles from Dublin. It is open to visitors for a small fee.

At Powerscourt a waterfall 400 ft high makes a pattern of lace down the rocky face of the hill.



## In the Irish Republic

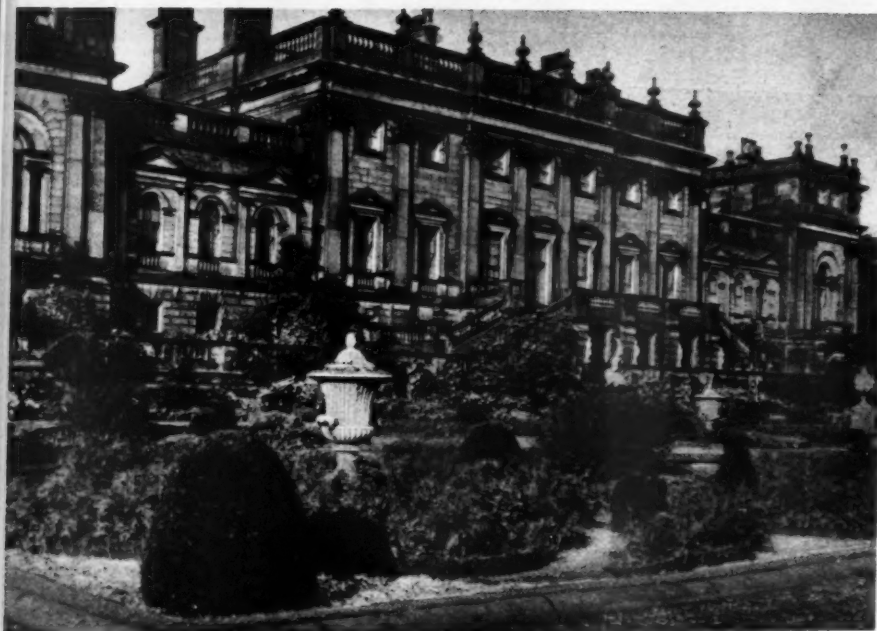
Weekend motorists pour out of Dublin on the road round Killey Bay, ten miles from the city. In the distance is Dalkey Island, on which George Bernard Shaw once lived.



# STATELY HAREWOOD

By Arthur Nettleton

THE YORKSHIRE HOME OF THE PRINCESS ROYAL, WHICH NOW HAS "OPEN DAYS," IS NOT ONLY A SPLENDID MANSION, BUT ALSO STANDS ON THE FRINGE OF AN ATTRACTIVE TOURING AREA



**Y**ORKSHIRE'S royal palace, Harewood House, home of H.R.H. Princess Royal and the Earl and Countess of Harewood, has opened its doors to the tourist. Each Wednesday and Thursday throughout the summer the park, gardens and mansion are open, and the entry fees (1s to the park and gardens only, or 2s 6d if the interior of the house is also inspected) go towards maintaining the property.

The motorist thus has good opportunities to see this stately residence, for it lies within eight miles of Leeds and can be reached from the north-east via Ripon and Harrogate, or from the north-west by way of Skipton and Otley. Harewood village, one of the most attractive in the north, is on the Leeds-Harrogate road, and can also be approached easily from York by way of Wetherby, a route which leads along the mile-long Harewood Avenue almost up to the striking gateway of the estate.

I advise the visitor to arrive not later than 1 p.m. (the "open hours" are 10 till 5), as after that hour the house is apt to be crowded. A morning visit is wise if the apartments and treasures are to be inspected in comfort.

## Historical Approach

If one is interested in the history of the estate, the best approach is from the west, climbing Harewood Bank from lovely Middle Wharfedale and thus getting a glimpse of the ruined Harewood Castle among the trees in a corner of the park. The remains of this ancient stronghold will be seen over the park wall from the bottom of the Bank.

Reminiscent of a Border pele tower, it dates from the 14th century, and although dismantled 300 years ago it is still a proud relic with walls 9ft thick, twin towers, and a gateway surmounted by the shields of the Aldborough family and the Baliols. Edward Baliol, who fled from the Scottish throne in 1332, was given refuge here.

The main entrance to Harewood Park is at the farther end of the village, and visitors may motor along the tree-lined drive right up to the mansion itself, near which is the official car park (fee 1s). Entry to the house is by the north front.

For splendour and antiques, the home of the Princess Royal has few rivals in the northern counties. Two hundred years ago, when Edwin Lascelles (founder of the Harewood earldom) bought the estate, neither Harewood House nor Harewood village existed. But a rambling house known as Gawthorpe Hall stood near the hamlet of

Gawthorpe, on a site near the present 50-acre lake in the park.

Both house and hamlet were razed when the present palatial home was being built in 1759-1769, and Harewood village was then founded just outside the park boundaries. It was one of our first "model" villages, being planned in its entirety and not developed piecemeal by improving an existing village. Today, it is a cleanly attractive place bordered by fine trees, with well-kept cottages and trim gardens.

Robert Adam, John Carr, Thomas Chippendale and "Capability" Brown were the experts chiefly responsible for designing Harewood House, improving the interior, laying out the grounds, and introducing fine furniture, though considerable alterations were carried out last century by Sir Charles Barry, architect of the Houses of Parliament. He added the balustrades on the roof, put another storey on the wings, and redesigned the gardens immediately below the terraces on the south front.

A painting showing the original appearance of the house and the grounds, laid out by "Capability" Brown, hangs at the foot of the staircase near the entrance hall. It makes an interesting comparison with the present scene.

The terraces and gardens command wide views, and one is intrigued to find that although the park is barely 15 minutes' motoring distance from Leeds, there is no sign of industrial activity in the panorama. From other parts of the estate can be obtained extensive views of rural Wharfedale towards Otley and Ilkley.

## The Famous

Robert Adam's work particularly enriches the ground floor apartments of the mansion, and he employed some of the finest craftsmen to execute his ornate designs. The ceiling of the Long Gallery, decorated by Angelica Kauffmann and Joseph Rose, has a unique Chippendale feature. The master cabinet-maker fashioned a remarkable series of mock curtains in wood, and these are still to be seen over the seven tall windows of this gallery.

The room is also an art gallery, for here are displayed family portraits by Reynolds and Hoppner, and likenesses of such famous men as William Pitt and George Canning. Other important works of art, chiefly from the 15th and 16th centuries, are hung in the Green Drawing Room. Most of the apartments also have Chippendale furniture; the Music Room is completely furnished with examples of his craftsmanship, and two tables between the windows are

superb. The beautiful Axminster carpet was designed by Adam specially for this room.

Harewood House is also noted for its china and glassware. The Sevres china was collected chiefly at the time of the French Revolution, and other *objets d'art* have been added as a result of connoisseur interest by Queen Mary, who in pre-war days often spent an autumn holiday here. Sevres porcelain is displayed in the Music Room, the Long Gallery, and the Dining Room.

The enchanting Harewood church, completed about 1116, and from 1353 until the Dissolution appropriated to the Prior and monks of Bolton Priory, merits a visit. Its treasures include several ornate tombs and memorials. They include monuments and effigies to the early occupants of Harewood Castle, and of special importance is the tomb of Sir William Gascoigne, Lord Chief Justice in the reign of Henry IV. He was immortalized by Shakespeare, and is remembered for his courage in refusing to try Archbishop Scrope on a false charge of high treason.

A modern memorial takes the form of carved altar rails, these being the gift of the Princess Royal in memory of her father, the late King George V.

### Surroundings

The estate is surrounded by many attractive and historic places—Harrogate, Ripon (with its cathedral and ancient Wakeman's House), Fountains Abbey, and such Niddersdale towns and villages as Knaresborough, Ripley and Pateley Bridge.

Knaresborough has both charm and history. Its red-roofed houses cling precariously to the side of the ravine above the Nidd, and are dominated by the white walls of the dismantled castle where Charles I is believed to have hidden part of his regalia rather than forfeit it to the Roundheads. The market square has the oldest chemist's shop in England, and further curiosities which the town can show are the cave of the prophetess Mother Shipton, a petrifying well, and the rock-hewn chapel of St. Robert.

Ripley, with its venerable church containing Ingilby tombs and its castle (now a mansion), has a 15th-century market cross and a medieval weeping cross. The last-named relic, in the northern part of the churchyard, is a

rarity, but the "knee-holes" round the base are now believed to have been used for votive offerings and not for kneeling purposes.

The motorist approaching Harewood from the west will find Otley a market town worth a short stay, especially as it has links with Thomas Chippendale. Indeed, this Wharfedale place today claims to have been his birthplace, despite Worcester's rival claim to the honour. Otley parish church registers contain several references to Chippendales.

The tourist who travels to Harewood House by way of Harrogate may conveniently return by following Harewood Avenue towards Wetherby, a town with old coaching inns, and then taking the Knaresborough road through Spofforth and Follifoot. Another historic castle stands at Spofforth. The extensive ruins, now looked after by the Office of Works, are the remains of a crenellated residence owned for many generations by the powerful Percy family.

The village churchyard has a link with road travel, John Metcalfe, the celebrated blind roadmaker, being remembered there by a memorial. He was responsible for building several turnpike roads in the Knaresborough district and farther afield. Another souvenir of the turnpike days is a tall stone near the Stray at Harrogate. It marks the point where the turnpike road to Leeds began.

Harewood House became a royal home in 1929, when the Princess Royal and the late sixth Earl came there from Goldsborough Hall. Goldsborough is a pretty village near Knaresborough, with trim stone cottages, and although the former home of the Princess Royal is not open to the public, good views of it can be obtained from the churchyard.



The old, ruined Harewood Castle remains in a corner of the park of the modern mansion.

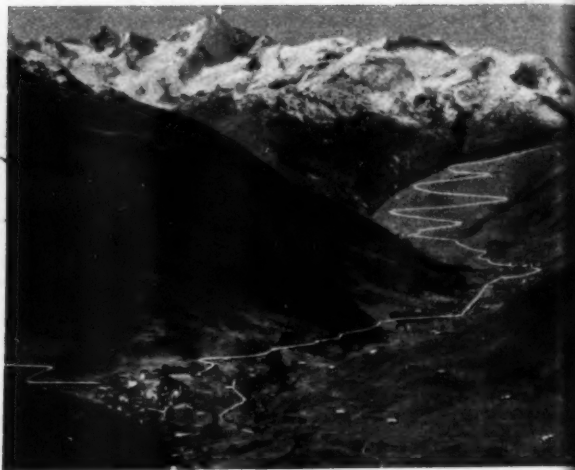
Harewood House is a treasure store of the work of the great craftsmen and artists of the 18th century.







The Stelvio Pass.



The Furka.

## No Holiday Tour : THE ALPINE RALLY

IT is twilight on a mountainside in the Austrian Tyrol. I have two punctures and the spare wheel has already been crumpled in an accident. We have been on the move since five o'clock this morning, without food or drink. When we started the day, we were comfortably leading our class in the Alpine Trial and now we are out of it. We are tired and hungry, cold and depressed.

Presently a little old man with a cheerful smile and eyes like a bird comes trudging up the road. He wears a pair of trousers that once belonged to somebody much taller, and in his Tyrolean hat he has the swastika badge of a German army unit.

He looks us over and then, without a word, walks up to the car and starts to beat it with his stick, chuckling happily to himself. Wearily, I suggest it would be much more useful if he would bring us a sledge-hammer, to straighten the rim of the damaged wheel. It takes some time for this to sink in, but eventually he trots away down the hill. In a few minutes he comes back carrying an enormous axe, and it is only with the greatest difficulty that I prevent him smiting the car with it. Fortunately a farmer's boy comes galloping across a field, helps me to secure the axe, then taps his head with a significant look at the old man and says: "*Schwer im*

*Kopf.*" We would have to meet the village idiot on a night like this.

The boy quickly realizes what is wanted, runs off for a sledgehammer and makes arrangements to light a fire, so that we can heat the damaged rim and bash it into shape. All is going well, when another shadow falls across us and we realize that we have been joined by a new spectator. He wears a black shako of a pattern long since extinct, with a tall plume at the front; on his red shirt there are military buttons and he wears black trousers with dusty black high boots. He is very old and has a faraway look. (It must be one of Napoleon's troops, stranded on the long march home.) Gravely he looks round at the scene of disorder, mutters "*Kaput!*" and trudges off up the mountain.

Meanwhile, I am worried about the financial situation. Our small supply of Austrian schillings was used up in paying the toll on the Grossglockner road, because nobody remembered to warn us in advance. We are far from any village of the size likely to have a bank; it is long after banking hours anyway, and we have not the price of a drink or a meal, or even a tip for the farmer's boy.

However, there is a cloud of dust advancing along the road in the valley below and presently we make out the shape of a white XK120 Jaguar. It arrives, with its radi-

by Gordon  
Wilkins





The Falzarego.



The Pordoi.

## IS THE MOST SEVERE CONTEMPORARY TEST OF CARS, DRIVERS—AND PASSENGERS

tor leaking furiously, and carrying two Swiss, who tell us they are also out of the trial, having knocked down three granite posts on the edge of a precipice when they rounded a blind corner and found two cars coming at them abreast. I trade them some Swiss francs for Austrian schillings, take the change in French francs and, as darkness falls, we all start off on the long run to Innsbruck. Soon afterwards we find that our accident has produced a short-circuit in the side lamp wiring and when we switch the lamps on it starts a fire. At this moment the flashlamp bulb decides to burn out and the repairs have to be done with the aid of moonlight and a box of matches. We arrive at Innsbruck at 2 a.m., unbelievably tired, cold and dirty and hungry and there is not even the prospect of a clean shirt for tomorrow, because the first car which was carrying our surplus luggage got no farther than Monte Carlo, and the second man who offered to carry it for us decided to cut out Innsbruck and go straight on to St. Moritz. However, the hotel porter is a sportsman. All the garages are closed, but he agrees that our car with its load of spares and tools cannot possibly be left out in the street; so it is driven straight into the entrance hall of the hotel and parked there for the night.

If you like bizarre adventures and don't mind going without food, drink and sleep for indefinite periods, this may help to explain why some people go on competing in the International Alpine Trial year after year, and it may equally explain why other people would not have anything to do with it at any price. It is an event which reduces both crews and cars to the last stages of exhaustion and forms a testing ground without equal. For this reason a success in the Alpine Trial is rightly regarded as a guarantee of the highest qualities of roadworthiness and endurance in the winning car. The roads are difficult, with their rough surfaces, endless corners and tortuous climbs up to eight or nine thousand feet; there is thick dust, often torrential rain, and temperatures vary from suffocating heat to near-freezing; yet thousands of tourists manage to motor over these routes at modest speeds without breaking up their cars. It is when you try to maintain the high averages imposed in the Alpine Trial day after day, without time for anything but the most rudimentary maintenance and repairs, that things really begin to happen.

The fast ascents are bad enough but the fast runs down the mountain are even worse. Brakes fade and then when drivers start using the gears instead, often ramming in bottom gear to steady the car on the hairpins, the weak

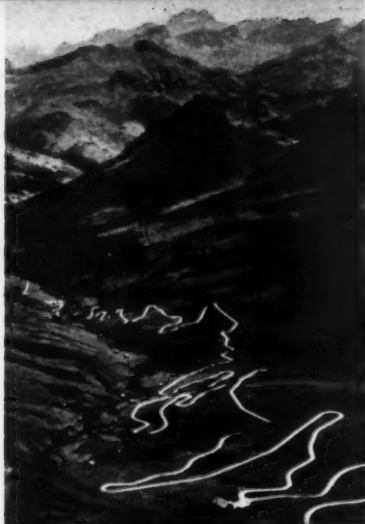
points in the transmission begin to show up. For considerable periods the faster cars may be taking a hairpin bend every 15 seconds, with unvarying routine of brake, change down, swing to full lock, accelerate, change up, accelerate, brake, change down, and so on.

One man this year found his steering wheel coming off in his hands and the navigator had to thump it smartly with his fist at every corner, until they could find time to run a drill through the wheel boss and steering column and drive in a bolt. Gear levers break off, wheel bearings disintegrate; gear boxes, back axles, universal joints, all suffer under the relentless punishment.

As the Trial proceeds through four countries, variations in fuel produce their own problems. Alcohol blends and high air temperatures lead to vapour lock troubles and we find crews hastily cutting holes in the bonnets or wrapping wet rags round their fuel pumps. Some of them dare not run on the Super blends but have to retard their ignition and accept the lower performance given by alcohol-free fuels of lower octane rating. On the higher passes loss of power becomes a real problem and at the top of the 9,000ft Iseran or the 8,700ft Galibier, the engine delivers only about 70 per cent of its sea-level power. This is

This Type 120 Dyna Panhard with specialist convertible coachwork, driven by J. P. Colas and M. P. Canello, was one of two Panhards which finished without loss of marks but was disqualified for having oversize inlet ports. The crew are hurrying to stow baggage before leaving Marseilles.





Pordoi-Arabba.

## No Holiday Tour : continued

where cars with a good power to weight ratio really gain points, and those which are burdened with unnecessary weight are left panting far below. The problem with most family cars is to find how to get the weight down within permitted limits, and it is just not realistic to burden them with such impedimenta as two-way radio sets.

The performance of British cars reflects tremendous credit on the British industry, but with the honourable exception of the Sunbeam-Talbot, our successes have been gained with sports cars, built for high performance. The French continue to score impressive successes with small family saloons like the Dyna Panhards, Renaults, Simcas and Citroens, which romp up the passes like mountain goats. At present one is forced to conclude that the number of our own family saloons capable of winning the 750, 1,100 or even the 1,500 c.c. class can be numbered on the thumbs of one hand, and one may hope that the fact has not been ignored in design offices and sales departments. The new larger engine of the Panhard is one example of competition consciousness and it is rumoured that Renault propose to reduce their engine size from 760 to 750 c.c. for competition purposes, although they have already done wonders with the 760 c.c. engine, winning the 1,100 c.c. class in the Alpine Trial and the Tulip Rally.

The Type 120 Dyna Panhards which won four Coupes des Alpes are fundamentally similar to the Type 110, 610 c.c. car, but have cylinders with a larger bore of 79.5 mm. The stroke is unchanged at 75 mm, giving a swept volume of 745 c.c. The two cars which were disqualified had inlet

ports on the cylinders about 1.7 mm over the normal 30 mm diameter. Panhards maintain that these are within the normal casting tolerances and protests against the disqualification are being pursued with vigour. This unhappy situation emphasizes the tremendous difficulty of deciding what is a "stock car" in international competitions.

The only weak point apparent on the Panhards was the exhaust pipes, which had to be welded up on several of the cars *en route*. In one case a loose exhaust system damaged the hydraulic line feeding the front brakes, but the driver still finished without loss of marks.

Another competing car was one of the first of the Simcas to be assembled in the Dutch Kaiser-Frazer factory, driven by two Dutchmen. They went home with a vast amount of valuable information about the behaviour of door locks on rough roads, the strength required in brake pull-off springs and the need for additional sealing for dust, which could never have been found out on the flat, straight roads of Holland.

One of the exhausting features of the event is the way in which small troubles can develop into big ones, through lack of time to effect a complete cure. When Gott split his petrol tank, he kept going with the aid of a rubber tube and a stack of cans, but before the event was through the rubber tube had begun to disintegrate and block his fuel lines. On Ginn's Allard a mechanic failed to tighten the nuts completely on one wheel after a tyre change and very soon the nuts were worn and the holes in the wheels were slotted. The worn nuts allowed the next wheel to work loose and, by the end of the event, he had a complete set of worn wheels and faulty wheel nuts.

Crews find the trial tiring enough even when major mechanical troubles are avoided. Ian Appleyard and his wife both lost weight in the course of the event and the reason was adequately summed up by Pat Appleyard, who said: "Before the start in the early morning, you are too strung up to eat much breakfast; during the day there is no time for food of any kind and at night you may manage to have some dinner, but it only gives you indigestion." Navigators new to the event are sometimes made ill by the constant cornering, and the effect on their nerves as the cars slide and slither along the edge of dizzy drops, where even the coach passengers frequently become hysterical, would be even greater than it is, except for the fact that their eyes are usually glued to their watches and maps anyway.

Mr. and Mrs. Ginn with the only Allard to finish this year's Trial, descending the Col de Castillon. They were fourth in the over 3-litre class.



The Grossglockner.



For the drivers, there are some very special points of technique to be learned in the Alpine. The stifling clouds of dust which arise on the mountain passes are a particular source of danger and make overtaking a very hazardous operation. Potter's accident occurred when he was attempting to overtake another car, whose dust cloud obscured a bend in the road until it was too late and the Allard went over the edge.

When the road is completely obscured by the dust cloud, there is the temptation to steer for the roof of the car ahead, which can usually be seen glinting in the sunlight through the dust haze, but even when the cars are quite close together, this can be fatal, for the roads are so sinuous and twist and turn so rapidly that the following car can easily be lured over the edge on an intervening kink in the road.

The frequent tunnels through the rock form another hazard, for eyes accustomed to bright sunshine may not immediately adapt themselves to the gloom even with the aid of head lamps. It is especially difficult when wearing sun glasses suddenly to plunge into the gloom of a tunnel, and fast-moving cars have crashed into the rock wall simply because the drivers could not get their sun-glasses off in time. One driver had a neat answer in a spring-loaded pair of glasses fixed to the peak of his jockey cap. A touch of the hand was sufficient to snap them out of the way in an emergency.

The difficulties of the course are not uniformly maintained and there are sections where time can easily be made



Heavy military traffic added to the difficulties on the Swiss passes, the narrow roads being almost blocked by trucks and guns in some places.

up to permit maintenance work and tyre changes. The man who has been able to go round the course in advance has an immense advantage and the French competitors are naturally better placed than the British in this respect. I had a striking example of this when approaching Bozzana this year. Several cars, all with time in hand, were travelling in convoy along the twisting road with a good tarmac surface. Suddenly Gautruche, who was well ahead of time and had no apparent need to hurry, put on speed and passed the whole convoy. He knew that round the next bend lay a long stretch of bad road and for the remaining miles into Bozzana everyone else had to drive in his dust cloud.

The records of the Alpine Trial do show several instances of cars which have crashed when travelling faster than was necessary on the particular section involved. The drivers had become accustomed to the breakneck speed necessary on sections such as the last half of the night run to Monte Carlo or the frantic dash over the Mendola, Costalunga, Pordoi and Falzarego passes, and continue desperately trying to make up time, even on sections where no such difficulties exist. The man who knows the course has thus a tremendous advantage.



Another private owner who did well was Perring, who brought his Sunbeam-Talbot convertible into sixth place in the 2-litre class.

The efficiency of the *gendarmerie* and police forces in France, Italy and Austria was this year beyond praise and many hundreds of men spent long hours during the night and early morning at remote spots in the mountains to guide competitors at difficult points and warn other traffic so that they could proceed at speed without endangering the population. Right through the centre of Turin the Italian police managed to give the competitors a practically unobstructed run in the heaviest mid-day traffic. The situation in Switzerland made an unhappy contrast. Not only are the Swiss passes used for this event exceptionally dangerous by reason of their loose surfaces, narrow carriageways and unprotected edges, but also the population simply does not have that enthusiasm for motoring competitions which turns the progress of the Trial through France, Italy and Austria into such an exhilarating experience. The Swiss, like the British, do not like to be rushed and refuse to get out of the way of another car just because it carries competition numbers and the driver has a tight schedule to maintain. There were many incidents ranging from shouts of abuse to deliberate obstruction, and a Renault which stopped with a minor defect was heaved into the ditch by the kindly Swiss. The section over the Oberalp and Furka passes proved the most difficult of the whole event. The nature of the road made it extremely difficult to maintain the required average speeds, but cars were further held up by coaches, military trucks and guns. One of the Panhard drivers was dragged from his car by a bus driver, who only found out too late that small cars may sometimes carry big people, who may even be amateur boxing champions.

We British are not in any position to criticize on this score, for if the Alpine Trial ran through Britain almost every competitor would be facing a charge of dangerous driving by nightfall and the organizers would probably be under arrest. We can only be grateful that there are countries where the understanding of the population and the efficiency of the police make it possible for such an arduous high-speed trial to be run, without undue danger to non-competing road users. The Alpine Trial is at once the most searching test available in Europe for cars and drivers and the finest background against which to demonstrate the qualities of our production cars.

Herd of cows are one of the natural dangers which face drivers trying to maintain high averages on winding roads.





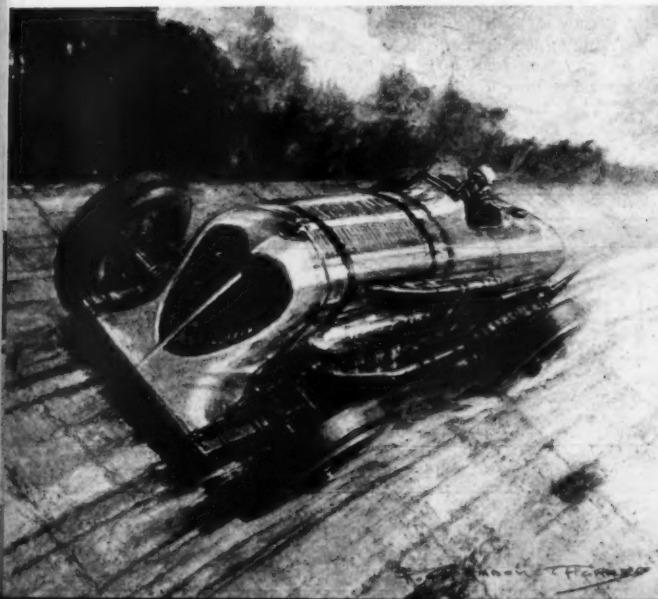
**I**F you have had anything to do with a racing car there comes a time when the machine seems at the end of its operational career. Maybe the track it used, Brooklands for example, is put out of action for ever. Perhaps the races for which it was built cease. But, whatever brings the end of your partnership—which is in fact friendship—always you wonder what will happen *now* to the car, whether you two will meet again, and in what circumstances.

As a rule the answer is that the machine just disappears while you pretend not to know that it has been broken up, has become all kinds of kitchen utensils and what not. You see occasionally, for a short while, glimpses of your friend, usually under a dust sheet that fancy makes a shroud, growing a little more dishevelled every time, a little more neglected. This was what appeared to have happened to one of the most thrilling machines with which it has been my good fortune to adventure, the Napier-Railton. This was the Railton-designed, Napier-engined track car, not to be confused with later Land Speed Record cars with the name of Railton.

That car still holds high reputation for it has, so far as I know, never given any mechanical trouble whatever. That is the more remarkable because it has won the 500-mile race twice, beaten the Brooklands outer circuit record, taken the world's 24-hour record and many other world's records over shorter distances and times, and all this apart from its ordinary Brooklands career. Doing this it has journeyed to Montlhéry in France, and to Utah in the United States.

That alone is something, but add the fact that it is a

The late Gordon Crosby's painting of the Napier Railton high up on the banking at Brooklands. At the top of the page is the old car as it now is, with the elegant nose and tail added by the studio.



beautiful car to handle, that its docility is amazing, that it is all too easy to underestimate its speed (therefore to be caught napping) and that it can almost "go shopping", and you will gather that it has character.

Very well, then, how much greater the surprise, mixed with joy, when I discovered that the great machine was now a famous film star. It happened thus. Romulus Films, Ltd. wanted a machine which *could* look like a world's land speed record car of about 1927-30 date, go fast enough to be convincing in the part, yet be able to cruise about on what amounted to a joy ride with the girl friend, for whom a second seat of sorts had to be possible. Not easy, you see; in fact only the Napier-Railton filled the bill. Once in Thomson and Taylor's sheds, the film people fell in love with the car forthwith, while one of them sketched on the still glistening side where they would cut away the body and what drastic alterations were required. When "Uncle" Taylor had recovered speech from the shock of this sacrilege and had been calmed, negotiations with John Cobb resulted satisfactorily.

Then the studio workshop took a hand. When I arrived, the old machine had the snugly cosy expression of those being "made-up" for the first time, and seemed to me a good deal above itself.

### Slimming

From a stumpy, rather fat, austerity it had now become long, willowy and slim; shall we say beautiful? With paper the workshop chief had made a taper streamline nose and a long slender tail. A neat little windscreen appeared; someone was painting "Pandora" on the side. That being satisfactory, the paper was replaced with genuine light alloy, most expertly done—one of the craftsmen is himself a racing enthusiast—so that the car could be used at full speed.

Part of the body was cut away for the second seat (or sufficient seat for the purpose); instruments were altered, since ordinary folk do not understand revolution counters and, in very fact, here was a land speed car. Tyres were a problem. Those available were huge things with almost paper-thin treads, and there were not enough of them, while all were quite old and several spare covers had stood in the open for a while, partly full of water. Dunlops, as usual, rebuilt the wheels to take available tyres, thus overcoming a crisis when the driver found out what he had on the wheels when he was asked to go very fast indeed; even then, some of the racing tyres had to be used. So there she is, a film star in her own right with a recently acquired temperament, a strong sense of publicity, a pungent power of criticism if what seems a rival appears. And off she has been to Spain in luxurious state—for the film atmosphere—before journeying to Pendine sands whereon, for hour after hour, day after day, she performed, often at high speed, before the cameras on an exact replica of the official mile course, timekeepers, flags, and so on all included. I expect trouble in the future, not mechanical or tyre, simply temperament, but albeit Lewin's film, "Pandora and the Flying Dutchman," in which the car appears, should be fun.

S. C. H. D.

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1949 JAGUAR 3½-litre Saloon, 5,000 miles .....	£1,775	1949 TRIUMPH '2000' Saloon, heater, 13,000 miles .....	£1,175
1949 M.G. T.C. 2-seater, 6,000 miles .....	£725	1949 VAUXHALL Wyvern Saloon, 7,000 miles ...	£885
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# KEEPING IN TOUCH

MOBILOPHONE IS A STANDARD SERVICE IN HOLLAND

A FEW weeks ago, driving through the outskirts of Rotterdam, I spoke to my wife in London. The car was an ordinary saloon, equipped with ultra-short-wave transmitting and receiving gear, and the connection was made via Holland's brand-new National Mobilophone network. Through this, motorists can contact each other (wherever in Holland they may be), or any subscriber on the ordinary telephone network, both in Holland and abroad.

From the driver's point of view, the Mobilophone could not be simpler; from a hook on the instrument board hangs a trumpet microphone. An oblong button in its handle activates a transmitter which, together with the receiving part of the apparatus, lives in a modest corner of the luggage locker.



The transmitter works on either of two fixed wavelengths. As soon as the microphone button is pressed a signal is picked up by the receiver of the nearest Mobilophone exchange. There are twenty-two of these, dotted all over the country, each with a radius of 20-25 miles, and all attached to the local telephone exchange. The signal from the car is automatically fed into a socket marked "Mobilfoon," one of the hundreds of sockets on the ordinary trunk switchboard. It is almost as easy to contact a fellow motorist on the road. Suppose you have just left Groningen, right in the north, while he is near Eindhoven in the south. You call up Groningen and tell the operator that

you want, say, Mobilophone 31, "presumably in the Eindhoven area." As soon as the call has reached the Eindhoven telephonist in the way described, she "pages" Mobilophone 31 at intervals of about 20 seconds, and if he is anywhere within 25 miles of the town he will hear her on his loudspeaker.

The uses and potential uses of the Mobilophone are many. One is used by a country doctor who, from his surgery-cum-dispensary in a small village near Nijmegen, serves a large rural area by car. He used to leave home in the early morning, complete his round by tea-time, and then set off again to visit the patients whose calls had come in during his absence. Even a third sortie was not un-



A driver calls up from his car. Above the microphone hook on the fascia is the car's telephone number.

Left: the transmitter is small and can be housed in the luggage locker.

usual, and he rarely ceased work before 9 at night. Now the Mobilophone saves him three to four hours a day.

Apart from the national network there are also a number of so-called "closed circuits"; these consist of one transmitter, serving up to a score of mobile units, and they are used, amongst others, by car-hire firms. This, of course, is nothing new; the police forces of several countries have been using similar systems for years, and civilian organizations like the A.A. (night breakdown service) and the Port of London Authority have such systems in use.

Subscribers' fees are still very high; all mobile equipment remains the property of P.T.T. (Dutch Postal Service), and is hired out at about £10 per month. This includes local calls, but connections involving trunk telephone lines are extra.

E. J.

## PUBLICATIONS RECEIVED

ANY new book including some of George Monkhouse's excellent photographs naturally forms something of an event, but this, his latest work, is in a class apart. In addition to many examples of the author's photographic art, it includes a most comprehensive review of the history of Grand Prix racing; not written purely as a chronological survey, but with a wealth of anecdote and comment which makes it most interesting reading, even to those who think they know all about the subject.

In addition, a comprehensive table of race results is given, including almost every race and hill-climb of note in the history of motoring. Altogether *Grand Prix Racing* forms one of the most valuable contributions yet made to the motor racing library, and will be treasured not only as a most readable book but also as an accurate work of reference. (G. T. Foulis and Co., Ltd., 7, Milford Lane, Strand, London, W.C.2. £2 2s.)

FROM the prolific house of Batsford continues to flow a succession of well-produced books on subjects that have much appeal to motorists, though they are far from being simply guide books. Under various series titles, such as "The Face of Britain," they encourage those who have a more than superficial interest in the people, history, antiquities and architecture of the countryside which they visit, to form collec-

tions of these always competent and extremely well-illustrated books. They are of a character in which the publishers have done more than any other to provide variety and up-to-dateness.

The publishers are B. T. Batsford, Ltd., 15, North Audley Street, London, W.1.

*Canterbury*, by William Townsend (8s 6d). This is in the British Cities series, in which Oxford, Cambridge, Edinburgh and Bath have already been dealt with. This compact book of some 80 text pages is typically well illustrated and written most informatively by one who has known Canterbury since his schooldays and closely studied its history and architecture through nearly 2,000 years.

*The Islands of Ireland*, by Thomas H. Mason (16s). A third edition of a book first published in 1936, which deals with the customs and folk lore of the inhabitants of remote-seeming islands off Ireland, the names of some of which are hardly known to most people.

*The Face of Wales*, by Tudor Edwards (12s 6d). In the Face of Britain series this newcomer is yet another example of a Batsford book which encourages exploration, imparts information, provides an interesting accompaniment to a holiday and is worthy of a place in the bookshelves of anyone, Welshman or "foreigner," interested in the Principality.

## A Car and its Trailer: Not One Vehicle

LAWYER-ON-WHEELS writes: A motorist was recently (Rogerson v. Stephens, May 17, 1950) charged with uninsured use of "a motor car and trailer" contrary to S.35 of the Road Traffic Act, 1930. That section, however, requires insurance against third-party risks when "a motor vehicle" is used on a road.

The motorist's counsel therefore objected that there was no offence known to the law in using a motor car and trailer without the required insurance, and that the car and trailer did not together constitute a single entity. The justices held that it did, and that the information was valid. But they dismissed the case, holding that the motorist's policy covered his driving of the car with a trailer. The Divisional Court held that the justices were wrong in holding that a car and its trailer were one vehicle (on which basis the information would have been valid because within S.35). Lord Goddard, Chief Justice, said that they should have upheld the objection, in which case they could have ordered the information to be put into proper form by deletion of the words "and trailer." But it was now too late for that, as the justices had dismissed the charge on the insurance question. The prosecutor's appeal therefore stood dismissed.



Ardmair's shore, reached after many bends and steep ups and downs. The author carried a dinghy (on the van roof) and a bicycle (in the Wolseley).

## TO WESTER ROSS BY CARAVAN

GUIDE TO A REMOTE PART OF SCOTLAND

by DAVID INNES

**T**HERE is something mystic and beckoning about this land which fringes the Minch; this rugged land, torn, grayed and adorned by that tireless and changeable playmate the Atlantic. Such names as Loch Carron, Torridon, Gruinard, Gairloch, Ullapool and Lochinver—where Wester Ross plays hide and seek with Sutherland—all conjure up pictures of wild, extravagant beauty to tempt the motorist and the caravanner; but what of the roads?

The roads to this fringe are reasonable; after passing from the broad, first-class highways in the border lands of Beaulieu they take to themselves a charm which discourages speed, for it is like going into a different world, serene and magnificent.

So it was with us as, with our caravan, "Golden Eagle," my wife and I crossed Moy Bridge and looked westward over a limpid river, bordered with glorious golden broom and graceful birches, to the many-peaked mountains about Straths Connon, Bran and Garve which rose between us and the lands we were going to explore. The day was brilliant and the road good, so unhurriedly we ran along by flower-gardened, sleepy-looking Contin where farmland gives way to trees, mossy banks and tumbled-down dykes. On and up and up the road goes, and where it passes a road-metal quarry we stopped, for here, hidden deep down in a sylvan retreat and easily passed by, are the beautiful Rogie Falls. Their splashing cascades and deep pools glinting with silvery salmon, enriched with strewn boulders and the verdant greens of moss and fern, make a lovely picture which is framed by lichen-covered trees of great age.

Our road now became more wayward, and beyond Loch Garve and the village it forked. We chose the way to Ullapool and Lochinver, which takes a hairpin bend to the right over a picturesque but narrow old bridge, and

almost immediately saw a passing-place notice and realized that two-way roads had been left behind.

Strath Garve is a wild and beautiful place where caravanners can stay awhile. Past the bridge over the Black Water there is a particularly nice spot beside the river and when not in spate its waters are crystal clear and good—so are its trout.

From there our road swept onwards across wild moorlands, edged by black tarns and inhabited by shaggy Highland cattle. The foothills of the strath stretched out towards Ben Wyvis, which was silhouetted against a strange, colourful mixture of gathering clouds. We made grand time on this single-way, but good, road. There was plenty of traffic, too; great heavy lorries tearing along with their loads of fish to Dingwall, but with grand drivers who knew every trick of the road.

Just beyond the road off to Gruinard the Measach Falls boom and thunder as their waters drop over 300ft into a bottomless hole where, from a seething cauldron in a crack-like ravine, starts the River Broom. About here the road





is wide, but that pleasure is short-lived and a narrowing road careers downwards some 700 feet in the next mile or so; but as compensation, marvellous views appear. Across the strath An Teallach's hoary head, the 3,483ft home of the golden eagle and buzzard; Loch Broom, vivid, shining and intensely blue, then Coigach, that amazing great barrier of rock whose long ridge is said to be like a knife and as treacherous.

Our road seawards twisted onwards, up and down and around enchanting corners, till we saw that sparkling white gem of a village, Ullapool, stretching far out into the loch. But this is not the old sleepy Ullapool; the herring are back in the Minch and this old fishing port is busy. Boats seem everywhere and drifters ring the pier.

By-passing the village we made for Coigach, for in its shelter is Ardmair Bay, a name which rings joyously to many an old-time caravanner who has rested on its foreshore. To us, Ardmair means the companionship of kindred spirits, for this is an impromptu rallying place for caravanners. We like to stay, to sail and fish in its lovely waters; to gather semi-precious stones from its beach or climb and scramble over its rocks and hills; to visit Ullapool and talk with the fishermen and girls; to watch salmon-net fishermen on Kanaid River or fish its pools and the many hill lochs for their elusive speckled beauties. A heavenly place where days are always too short, although in midsummer glorious twilights almost meet the even more vivid and colourful dawn.

But the lure of that remarkable fringe of rock and sea where Wester Ross joins Sutherland drew us to new quarters by Loch Assynt, where peaky and stern Quinag was our background. Our journey was leisurely, the road surface was rough and loose, but not difficult, and traffic was light, the most awkward hills and corners being the wild and beautiful climb into Strath Kanaid.

The views before the long, steep descent to Elphin are magnificent. The giant volcanic piles of Cul Mor, Cul Beag and Canisp dominate the lesser peaks and ribbon-like silver lochs and lochans of the valleys. Beyond Elphin and Cam Loch we joined the tarmac road, to Lochinver from Lairg and the north, or Bonar Bridge and the south, and all too quickly we were at our new pitch.

Beyond Lochinver the roads are unsuitable for caravan-

ning, although with extreme care a fair-sized caravan could get through. The road north to Stoer Bay and as far as Drumbeg is reasonable, the climb up to Torbreck is long and steep; after that it is easy going and for those who love miles of golden sand enriched with West Highland air, Stoer, Clachtoll or Achmelvich are ideal places for a caravan.

This single-traffic road continues its delightful way, by lily ponds and rugged rocks, by crofters' cottages and line-and-lobster fishermen's clachans and through fields of peat stacks, with the colourful peat cutters hard at work, their sturdy little Highland ponies, with pannier baskets or miniature carts, bringing home the peats.

Beyond Drumbeg it gets wilder and more spectacular with gradients of 1 in 6 or less. Quinag now towers on the left. Skirting it, we join a better but rather lonely road from Loch Assynt to the car ferry at Kylesku.

### Caravan Mecca

Lochinver is a likeable little village bordering an almost enclosed sea loch, and since the return of the herring to the Minch it has become busy, for it has a safe anchorage and sizeable pier. It has always been a favourite place for holidaymakers, especially lovers of small boats, and for salmon fishers who, with their trout and even pike-fishing companions, find it a grand centre for the many wild and little-fished waters of these parts. To the caravanner it can mean all this and more; a variety of sites is available by its lochside or by Loch Assynt, where by arrangement tradesmen's vans will call. The village stores are excellent, supplying almost anything, that being essential in such a remote place, especially where fishing and passing boats harbour.

The local people are friendly, having a fineness of character and a courteous manner as if they had absorbed something of the calm, nobility and steadfastness of their sheltering, age-old mountains. In Lochinver, perhaps, their school environment has something to do with it. The school is a mile from the village by a wildly beautiful little road which passes a foaming waterfall and then goes up and up till just one other bend discloses a loch where, set like a jewel, is the school on a tiny island-like peninsula.

Lochinver is a charming village set in a world of lochs, seas and mountains.





The Achiltibuie-Ullapool road skirts Loch Baddagyle, with the mountains of Ant-Sail, Sgore Deas and Coigach in the background.

## TO WESTER ROSS

continued

And this is our road, but too narrow for a caravan unless it is a small one. Nor is there a straight yard on it. But every twist and blind corner reveals rock and sea scenery of such wild beauty that something of the wonder of nature seems to steal into the very soul.

In passing from Sutherland's fringe to Wester Ross this feeling of tranquil peace is not lessened by the glory of Enard Bay, with its many little green islands based by white rock, like emeralds set in silver. Our road is now but a track through rough rocks, whin and heather, with here and there a gurgling burn, until it reluctantly starts to climb and leaves the sea. Then the scene changes to a wooded valley through which it climbs until we overlook Lochs Moire and Skinaskink with, behind, the impressive peaks of Suilven (Sugar Loaf), Cul Mor and Cul Beag, and looking southward over Loch Call is the serrated peak of Stack Polly (An Stack) and grim Ben More Coigach, truly a remarkable mountain panorama.

Onward the rough road winds until we get another glimpse of Enard Bay, Rue More peninsula and the road to Achiltibuie, then down we go into that greenest of glens where the River Polly makes for the sea. Some years ago I saw a fishing party with two caravans here; that is not surprising because the road betters somewhat and loses the cramping dykes which at times guard its seaward side.

### Kaleidoscope

Undoubtedly much of this corner of Scotland's great charm is in its rapidly changing scene and colour; this was emphasized as evening approached and shadows lengthened. After joining the road from Ullapool to Achiltibuie and a quick run there past loch and moorland we struck inland with the glory of a Minch sunset behind us. Loch Baddagyle was vivid with sparkling chips of gold, the peaks of Ant-Sail and Sgore Deas a fiery red which mingled with rainbow colours until merging into the purples of the valley. Beside us the high pinnaced and serrated top of Stack Polly was lined in fire and deepest shadow and seemed strangely near; then into its shadow we ran until we topped the rise before Loch Lurgain where Cul Beag dominates the view.

Stopping, we climbed to a boulder-strewn vantage point and, spellbound, watched the sun dip into a burnished sea; and with its going the rainbow colours of the valleys crept up and up and in turn each colour filled and flecked

the sky. It was not without awe that we stood and marvelled at the changing landscape, and amusement, too, because our faces did not stand up to such beauty treatment, and when a flattering glow slipped into red-violet, then paled to blue and green, we made for the car.

Loch Assynt's pleasant shores had held us quite a time but there came the day when we retraced our tracks and repassed Ullapool with, as destinations, Gruinard, Loch Maree and Loch Carron. Beyond Measach Falls we took to tarless roads once more but going was good on this moorland strip and on the descent round An Teallach to Dundonnell and Loch Broom's counterpart, Little Loch Broom. Past the Youth Hostel we saw a tent and caravan, but the only life evident was hikers making for Gruinard Bay. Soon we were cautiously skirting its shores because here is the only really tricky bit on this route. Over Gruinard's iron and plank bridge we rumbled, changing down to get well away on the snappy and crooked ascent, which having been topped, we cork-

screwed down and round hairpins to Little Gruinard Bay.

This is a delightful spot where we have spent many a happy time encamped on the hillside and fishing from the off-shore rocks, where part of the fun is being surrounded at high tide.

Our road left this fascinating bay by a spectacular climb, about 1 in 8 gradient, up and along the cliff face; and from the top what a view there is! This rather wild, rough road continues for the next few miles to Aultbea, a scattered crofting village of fair size, where we met the tarmac road from Garve. Our next stop, Gairloch, is to many a caravanner, like Ardmair to us, their Mecca: golden sands, blue seas, lovely islands, a busy, picturesque pier, boats, the hotel on the hill and the warmth of company, for it is the most popular caravan centre of the west.

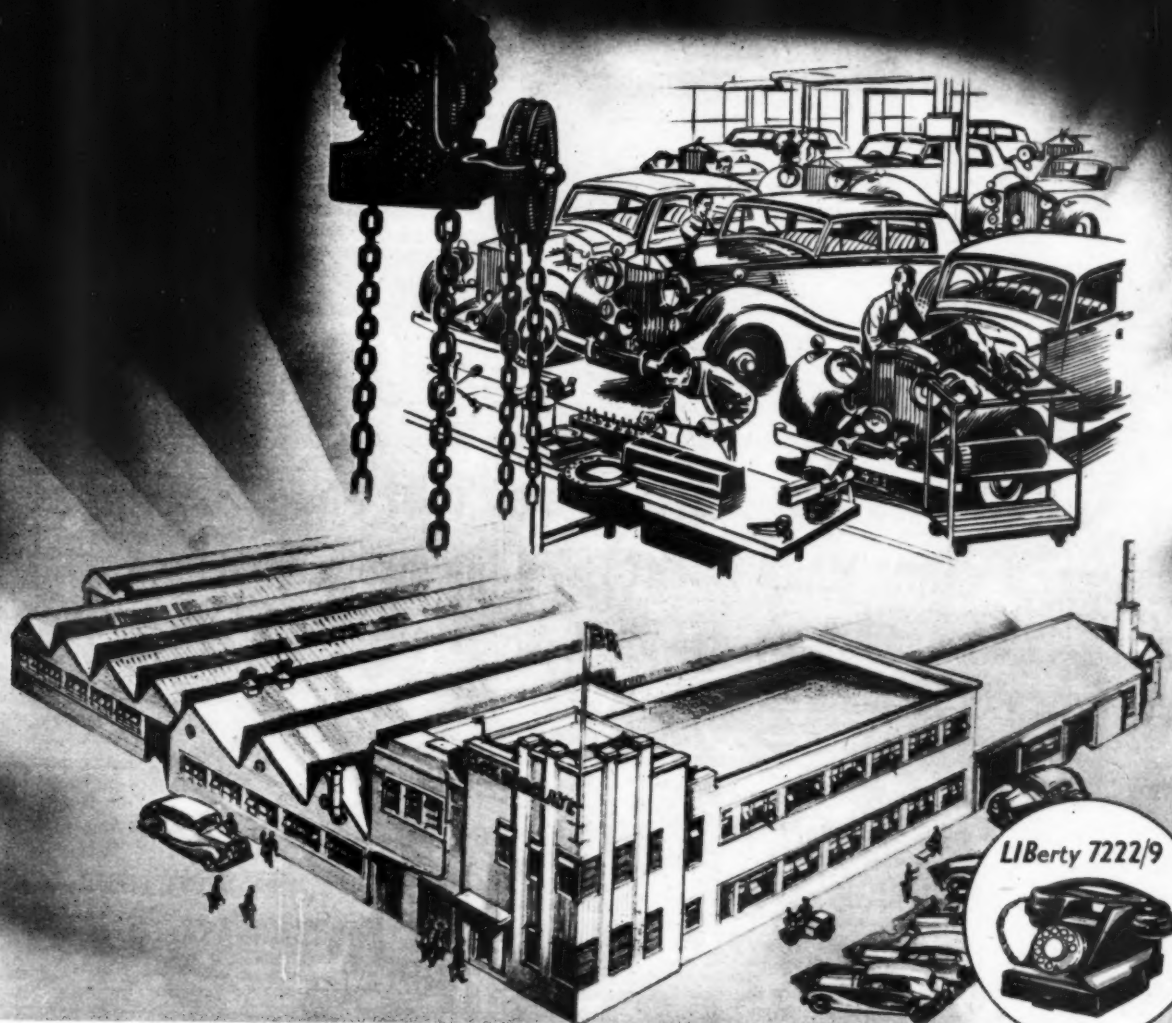
Almost without effort we took the long, wooded slopes of Kerrydale, but on the road round Loch Maree a bus and a fleet of fish lorries gave a spot of bother. Here tall rhododendrons spoil the view, so this great loch and its islands are best seen from the hills, although from Grudie Bridge the loch and mighty Slioch make a wonderful picture. From Kinlochewe a reasonable road skirts Ben Eay's scree-covered slopes and scaly peak and goes to Torridon where, amidst thick woodland, are lovely falls and rich landscapes with a superb view of Upper Loch Torridon from the mountain slopes at Fasag; but to me the road from there to Diabaig lacks interest and is unsuitable for caravans.

At Achnasheen we turned westward into Glen Carron, where a fussy train with its engines pouring out thick smoke and steam chugged up with us as far as Loch Scaven, then in seeming glee it made off downhill, leaving us in the loneliest of glens. Pretty tree-fringed Loch Doule with a boat off-shore, came as a pleasant break, and just past there at a quarry we drew in for the night. This is a nice spot, with peaky mountains as background and a splashing burn tumbling down by grand Scots pines and under a graceful old bridge.

We reached our destination next morning, the pretty village of Loch Carron, just a two-mile row of pearly white and flowered cottages clinging to the mountains and lapped by the sea. A wonderful place for caravans and from which to explore by car the rugged grandeur about Lochs Kishorn, Sheildaig and Torridon; even a small caravan could take this road provided care was taken at the loch in Glen Sheildaig, but not on the road to Applecross, where even a car journey is an adventure.

THE AUTOMOBILE, AUGUST 11, 1935

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# CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1

## COLD STARTING

### The Moot Point of Clutch Disengagement

[62833.]—In your article on batteries (July 21) you quote the manufacturers' as saying that it is always advisable to depress the clutch when starting from cold. Surely this is a very grave error, as I know of numerous cars where this procedure throws a very much heavier load on the starter; in fact, I have a car in my possession on which, if the clutch is held out, the starter will not turn the engine, even when hot. I must confess that this is an isolated and unusual case, but you will find that on some of the earlier Morris cars such as the Series II 14 h.p. the load on the starter is much greater when the clutch is out, and in view of this it would appear that numerous people, if your advice is taken, will be loading their starters unnecessarily.

Littlehampton,  
Sussex.

E. W. CUFF MILLER.

[This point, which was also raised last week, is an important one. The thrust on the clutch pedal is transmitted through the toggles to the rim of the flywheel and may well offer greater resistance to the engine's turning over than the oil in the gear box if the clutch is engaged. Readers should listen to engine revs to decide the point, which is clearly indicated on a rev counter.—ED.]

## SECOND-HAND PRICES

### A Sigh for Switzerland

[62834.]—Those of your readers who, like myself, have waited several years for a new car, and who scan with increasing horror the price lists issued by dealers in second-hand cars, might be interested to hear about a car sale in Switzerland.

A Swiss friend, who is also a racing motorist, knowing my interest in M.G.s, wrote a great deal to me about his car. Recently he sold it, but when I was in Switzerland a week or two ago, he pointed it out to me by the roadside—a beautiful, pale grey, unsupercharged TC model which his mechanic had kept in perfect trim. My friend told me that he felt very pleased because he had managed to get the equivalent of £200 for it.

Heigh-on!  
Bromley, Kent.

ANN JACOBS.

## NEW ZEALAND SPECIAL

### Rebuilding a Singer Nine

[62835.]—No doubt some of your readers will be interested in my body-building efforts. First, I obtained at low cost a 1928 model Singer Nine, the body of which was in very bad condition.

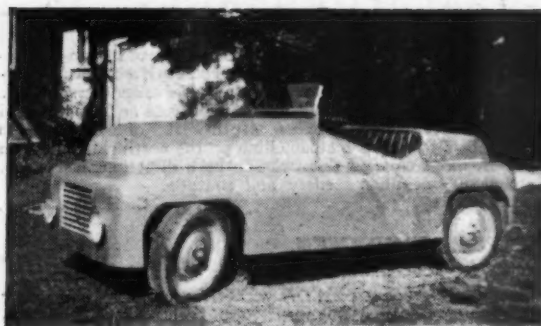
I started by taking the body off and then stripped the chassis and engine down. The engine was thoroughly cleaned and new rings were fitted, the valves were ground, and then the whole was reassembled. The magneto was checked over and found to be beyond repair, so I now use it as a distributor and make and break in conjunction with a 6-volt coil. The magnet and windings, of course, have been removed.

The next job was the chassis and springs, and here I struck a little difficulty. I had to replace both pins and bushes, and as these were unobtainable in this country I turned the pins from 1/4 in diameter bolts and the bushes from phosphor bronze.

The clutch, gear box, differential and brakes were then taken down and any worn parts replaced. The position of the hand brake was altered. I moved it forward under the bonnet, and to this a rod was connected which passes through the front bulkhead, ending in a small pistol grip under the instrument panel.

The wheels, which are 16 in diameter, were built up from the original centres with four old brake drums turned to fit, and then welded up. This was necessary, as the old wheels were rusted through and spokes were unobtainable.

Next the body was designed so as to have a minimum number



The body of this Singer special was built in New Zealand, letter [62835].

of compound curves. May I say that any similarity between my Singer and the latest is purely coincidental, as mine was originally designed at least five years ago! The body is built of 20-gauge sheet steel on a wooden framework, and is both strong and light. Polished aluminium was used for the instrument panel, with a hinged plywood centre for the instruments. Eventually a detachable hood will be fitted.

The car, although nearly 20 years old, is, in my opinion, comparable in performance with a modern car of the same size.

May I express my appreciation of *The Autocar*, which I have been reading for the last three years, and hope to read for many years to come.

Nelson, N.Z.

I. G. J. LE CREN.

## THE B.R.M.

### A Badge to Raise Funds?

[62836.]—Why not produce a B.R.M. Supporters' Badge (say 5s)? This would no doubt be popular and raise funds towards B.R.M. future success.

If this is successful—then a tie would be popular.

Leicester.

JOHN WARD.

## "EAST COAST TONIC"

### It's a Long, Long Way to Blakeney Point

[62837.]—For the sake of those who might be tempted to walk to Blakeney Point I think it should be pointed out that from the spot where the photograph "Looking back at Blakeney" was taken (July 21), there is still a very long way to go. Even by the shortest route, which would entail wading through knee-deep mud at low tide, it would take best part of another hour, while the only other way would be to continue along the dyke to Cley and then back over at least two miles of shingle. The best way is to sail there or take a motor boat.

Meanwhile, however, I agree about the fascination of the dykes and marshland—very much so, but I disagree again about Cromer. I think there are many more pleasant places, but perhaps that is because it is so badly signposted. Quite apart from the trying time the police must have sorting out the traffic, it strikes me as positively dangerous to have motorists peering about them trying to decide which way to turn instead of concentrating their full attention on the other traffic.

Westcott, Surrey.

GEO. H. PAYNE.

## ROUGH GOING

### Experience of Mountain Routes in Wales

[62838.]—Having spent July 21 on the track south of Brecon referred to by Mr. Farrar of M.G.s in his letter [62809], I can tell him that even if the rock-fall referred to close to the Brecon Beacons had been cleared, he would not have been able to travel much farther south.

The track he refers to is the old Roman road from Brecon to Merthyr. Two miles farther south from the 1,961 ft point he almost reached, and close to the southern Neuadd Reservoir, the old bridge over a chasm some 20 ft deep and 30 ft wide had been washed completely away by a cloudburst some three years ago. This old Roman road, now grass grown, ends close to Torpantau station. From the Neuadd Reservoir there is a quite good road right through to Talybont-on-Usk and also to Cañ Coed (near Merthyr).

If this bridge were renewed by a modern one, and the track

## CORRESPONDENCE

continued

surfaced over its Roman foundations, one would have a practicable road from Brecon to either of these places, with inspiring scenery. This would involve under six miles of surfacing. Quite a good road (with four gates) runs from near Heal Senni Youth Hostel (eight miles south-west of Brecon) to Ystradfellte. There is a steep climb on the north side with two hairpins, but I covered this twice in both directions last week. Here again one finds scenery and solitude.

Send, Surrey.

C. E. TAYLOR.

## TIP FOR HANDYMEN

## Security for Your Glasses

[62839].—Not every motorist wishful of carrying out minor and running repairs can dispense with spectacles, and the following simple device will prevent the annoyance of these necessities being dislodged whilst endeavouring to thrust one's head into the limited space beneath the bonnet or underneath the car:—

Procure a length of rubber tubing of approximately 5/16in diameter and cut off about 10in.

The glasses should be of the hockey club side-member type. First moisten the ends slightly and slide the rubber tubing over for about half an inch. Next, place the bridge over the nose and gently press the tubing over the head until the glasses assume the normal position.

Norwich, Norfolk.



S. W. NOBBS.

## NEW CAR DELIVERY

## Steps Towards Abolishing Motoring

[62840].—With reference to [62818], your correspondent Mr. William Warham must be either a very rich man or a non-motorist.

To interpret his two suggestions sensibly we must expect a sudden increase in car prices, not to mention purchase tax, of anything up to three hundred pounds on the most popular small cars, and I rather fancy a reduction on some of the larger types!

It would also appear as though he would like an even worse form of the old taxation method brought back. Under his system I should hate to calculate what the owner of a new Rolls-Royce would have to pay annually, to say nothing of one of our medium-priced cars.

Taking his two suggestions together, the only advantage I can see is that the cyclists are not going to be bothered much by week-end motorists!

W. M. RITCHIE, JNR.

Ayr.

## WINGED PEDESTRIANS

## A Plea for Wild Birds

[62841].—With more traffic on the roads the pathetic little heaps of feathers appear to be increasing.

Through the kindness of your columns may I appeal to fellow-motorists, quite kindly folk all, when they see birds in the road, to let up the accelerator and give a very small toot. This will save the lives of a large number of birds and help to preserve part of our common heritage.

Westcliff-on-Sea, Essex.

GILBERT FLETCHER.

## CAPE RALLY

## Necessity of Adequate Preparation

[62842].—It was with considerable interest that I read the recent announcement of a Cape Town Rally. Here is something for the really adventurous, and a chance for those who have obstinately maintained that the British car is as good as any other under "colonial" conditions.

I would be tremendously pleased to see a British win. But I would implore intending competitors to understand firmly from the start that they will meet conditions quite different from any found in Europe. Hints and tips on such a trip are countless but of first-rate importance, and it is useless to start on such a venture without knowing something of what to expect.

Above, all, please let us not have the pathetic spectacle of large numbers of excellent but totally unsuitable British entries starting off full of misguided enthusiasm and falling by the wayside, simply because they are the wrong sort of car. There is, or was, an orchard in Central Africa in which

lies, rotting away, abandoned and miles from anywhere, a magnificent 3-litre Bentley which ran in one of the Nairobi-Johannesburg races years ago, and which was left, cracked up and finished. It made my heart bleed.

Nine out of ten people overseas will expect an American walkover. If we can snatch a victory for the British car it will provide a tremendous boost for its reputation. Why not form an information bureau by means of which past experience and know-how can be pooled for intending competitors?

London, W.6.

GLOBETROTTER.

[In discussing suitability it should not be forgotten that a Rolls-Royce limousine was driven from London to Nairobi even before the war.—Ed.]

## YORKSHIRE TOURING

## Another "Under-water" Fan

[62843].—As an exiled Yorkshireman, I find that G. Douglas Bolton's descriptions of Yorkshire are most delightful. Whilst wandering in Wensleydale (June 9) he remarks that he knows of no other waterfall in England offering the unique attraction held by Hardraw Force. May I suggest that he drives over to Ingletton and there visits Thornton Force? It is nearly five years since I was there, but I am pretty sure of my ground. Blyvooruitsig, South Africa.

B. H. MACNAY.

## ONE AGAINST BRITAIN

## German and Austrian Hotels Better?

[62844].—I can in no way endorse Mr. David Mills' statements [62794] so far as German and Austrian hotels are concerned.

There one finds excellent hotels, spotlessly clean, with very up-to-date sanitary arrangements, first-class service, and, best of all, excellent food.

Whilst I agree that we must not condemn our own country, nevertheless there can be no doubt that the standard of hotels in Britain is very poor in comparison. The service is usually slow, and the food practically always bad.

These views, I may say, were expressed to me by various foreign travellers who had spent some time in Britain, and I was distressed to hear how much they agreed with my own ideas of British hotels.

J. A. R. TAINSH.

Kilmacoll, Renfrewshire.

## INSURANCE

## Beware of the Limitations

[62845].—I wonder how many of your readers are fully aware of the limits of their car insurance, should they have the misfortune to meet with an accident whilst motoring.

I always imagined that when I had paid my annual premium I could drive away with my family or friends secure that both they and I were covered should we come to grief. The majority of motorists may also share this feeling of what is false security.

I have found that passengers in a car are not covered for injury unless an additional premium is paid. They may, of course, have a legal claim as a third party, but they must first prove negligence. The only person covered under my policy for injury is the insured and the claim is limited to £1,000 for death and £250 for loss of an eye or limb. If the passengers should suffer injury and are unable to prove negligence they have no claim.

Furthermore, it would appear that even if the passengers could prove negligence against the insured and the insured's wife happened to be one of those passengers, the wife would be still more unfortunate in that she could not sue her husband.

May I suggest that motorists study the terms of their policy, which are perfectly clear on the proposal forms? It is rather a selfish feeling to be the owner-driver of a car and to be conscious of the fact that, in the event of a genuine accident, the only person in the car who is covered is oneself.

Stevenage, Hertfordshire.

A. G. HOWARD.

## CORRESPONDENTS WANTED

## Exchange of Information Requested

[62846].—Would any of your London readers like to correspond with me on matters concerning motor exhibitions, sporting events and so forth, in the U.K.? I may in turn be able to return the favour by giving them details of similar happenings in Australia, Ceylon, New Zealand and India.

9, Hedges Court.

DON JOSEPH ALEXANDER.

Colombo, 10, Ceylon.





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# The Autocar READERS' SERVICE

## Third Brush to A.V.C.

I have a 1933 Riley Nine Monaco saloon with a 12-volt electrical system incorporating a Rotax dynamo with third brush control. I am considering a conversion to A.V.C. and I already have a Lucas regulator for this purpose. I cannot, however, obtain sufficient evidence as to whether or not it is possible to use my present dynamo with A.V.C. Can you advise, please? D. G. E. Canterbury.

IT is not a practicable proposition to convert your present third-brush dynamo to automatic voltage control. The voltage control regulators are developed with characteristics which match those of the later types of dynamo with which they are used.

## Licence Holder Position

Can you tell me if there is any minimum height for the fixing of the road fund licence holder? F. A. Birmingham, 28.

THE minimum height from the ground for fixing a road fund licence holder is 2ft 6in, and the maximum 6ft 6in. It must not be farther back than the back of the front seat, and not farther forward than 6in from the windscreen, or, if no windscreen is fitted, not more than 4ft in front of the back of the front seat. However, if the vehicle has a front windscreen extending to the left side, it may be fixed on or near the lower left-side corner of the screen (in front of or behind, but within 2in of it) facing the front, and so that it is clearly visible from the front.

## Van for Pleasure

After being off the road since the war, I am a little out of touch. Can you tell me, therefore, whether I can use a motor van for private and pleasure purposes exclusively, and what the tax is likely to be (on a pre-1947 vehicle)? Also, could I take it abroad touring? J. M. Workington, Cumberland.

THE relevant regulations say "a vehicle which is constructed or adapted for use and used for the conveyance of goods or burden of any description, whether in the course of trade or otherwise, is chargeable with duty at the rates applicable to goods vehicles on the basis of their unladen weight (e.g., £10 p.a. up to 12cwt, £12 10s from 12-16cwt, £15 from 16-20cwt, £17 10s from 20-25 cwt). If, however, such a vehicle is used solely for the conveyance of private passengers and their personal effects and not for the carriage of goods or burden it may properly be

Week by week The Autocar answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which fact a stamped, self-addressed envelope should be enclosed for a direct reply. It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.

taxed at the private rate, i.e., either at the £10 flat rate or, if the vehicle was first registered before January 1, 1947, at the rate of £1 5s per unit of h.p."

Your speed limit in this country would be 30 m.p.h.

There would be no difficulty in taking it abroad.

## Double Towing

Would you please advise me as regards the law on towing?

My brother and I each own an Austin Ten. We are making a caravan and cannot visualize climbing a steep hill. Could we assist each other, such as by double towing? R. G. London, S.E.15.

YOU are allowed to tow only one trailer. Car No. 2 plus the caravan would almost certainly be held to be two "trailers." We would not recommend the practice. If you keep your van very light, and are careful about your routes, you can use a Ten to tow a caravan.

## Silencer Resonance

I have a 1934 Riley Nine and am experiencing a rather loud resonant hum from the exhaust pipe.

Some time ago I scrapped the old silencer and exhaust pipe as they were badly rusted and leaky, and fitted a new copper pipe and a large type motor cycle silencer.

If I stand at the back of the car with a friend to rev the engine, the exhaust note is not at all noisy.

I should like to have any suggestions for curing the trouble. Also, I notice some Rileys have the silencer at the rear of the car, and some right at the front; can you tell me the best position for it, and should the expansion chamber be in front of the silencer or behind it? G. W. Brighton.

THE resonance is probably caused by having thin gauge metal in the ex-

haust system. This should be overcome by binding the silencer, and possibly the exhaust pipe, with asbestos string. It does not matter where the silencer is placed in the exhaust system provided it is not too close to the exhaust manifold where, should it be the type of silencer with "stuffing" in it, it may suffer from the extreme heat.

Very few cars these days have an expansion chamber additional to the silencer, but when this is fitted it should be in front of the silencer.

## Increasing Compression

I am considering having the cylinder head of my 1931 Austin Seven ground down in order to raise the compression ratio.

Would you tell me the maximum amount it would be advisable to have removed, and by how much the compression ratio would be increased? R. W. B. Rugby.

IT is probable that the compression ratio at present is 5.6 to 1 and the removal of 1mm from the base of the cylinder head would increase it to about 6.2 to 1. We do not think it advisable to raise the compression more as the 1936 Austin Seven engine had a compression ratio of only 6.0 to 1.

## Calculating Capacity

I have recently acquired an American car of 27.34 h.p. rating. It has six cylinders, each 3½in bore by 4½in stroke. Could you please inform me of the formula for obtaining the total capacity in cubic centimetres? D. E. D. Ewell, Surrey.

THE formula for obtaining the total capacity in cubic centimetres is as follows:

$$\text{in} = 2.54 \text{ cm.}$$

$$\text{Capacity of one cylinder} = \pi r^2 \times \text{length}$$

$$= \pi \left( \frac{\text{Bore}}{2} \right)^2 \times \text{stroke}$$

This result  $\times$  No. of Cylinders = c.c. of swept volume. ( $\pi = 3.1416$ .)

## INFORMATION SOUGHT

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:—

No. 15537.—1933 Standard Big Nine  
"W. D."—General information and a handbook.

No. 15538.—1927 10 h.p. Trojan  
"M. H. N."—All possible information and a handbook.

No. 15539.—1926 2-litre Lagonda  
"W. G. J. N."—All possible information and a handbook.

No. 15540.—1935 12 h.p. S.S.11  
"H. W."—Maintenance hints and tips, wiring diagram and a handbook.

No. 15541.—Wiring Diagram  
"H. L. A."—Double-pole Rotax equipment on 1928 Riley Nine

No. 15542.—1933 Jowett Eight  
"A. M. S."—General information, wiring and lubrication charts, and also a handbook.

No. 15543.—Sleeping Accommodation  
"J. H. E."—Experiences of fitting up a shooting brake for two people and the best type of beds to use. Is the interior likely to be too hot or too cold at night?

No. 15544.—Handbooks Required  
"K. E. A."—1931-32 Standard Nine.  
"R. W."—1934 Morris Ten-Six.  
"J. E."—1934 Crossley Ten.  
"L. G. J."—1935 Hillman Minx workshop manual on sale or loan.  
"E. L. S."—1933 Hillman Minx.  
"L. C. C."—1934-35 10.8 h.p. Triumph.  
"B. H. M." (S.A.)—1934 Series 40 Buick.  
"J. S."—1933 Wolseley Hornet.  
"J. P."—1932 Morris Minor.





Ken Wharton on the last hairpin during his first run.

## RECORDS GO AT BOULEY BAY

WHARTON CLIPS OFF 1/5: POORE CONSOLIDATES CHAMPIONSHIP

JERSEY weather had been dreadful for weeks, but the Jersey Motor Cycle and Light Car Club had their traditional luck on Thursday afternoon, August 3, when the sun broke through to make conditions perfect for the international hill-climb at Bouley Bay.

Thousands of sightseers were there to see a day of broken records; Ken Wharton, in his 996 c.c. Cooper, sliced a fifth of a second from Sydney Allard's record of 55.6 sec (created last year), and Dennis Poore hurled his blown 3.8-litre Alfa up the tricky hill in 55.8 sec, gaining second f.t.d. and making certain of winning the British Hill-Climb Championship (subject to official confirmation).

### The "League Table"

Poore now has 38 points, and Wharton has 27, with Prescott to come. Mays, who could not make Jersey, has only 18, with only the Prescott meeting to come.

A thrill for Jersey spectators was the sight of Sid Logan driving his Cooper up the hill in 56.4 sec, to gain third f.t.d. Sid, earlier, had shattered existing motor cycle records for the climb, by lopping off 1.3 sec, and registering 57.8 sec on his Erswood Special—Tommy Woods' old machine.

Three days previously, an accident had caused a welding mechanic to stick his iron in Sid's eye, and the sight was feared to have gone. He had treatment, and the doctor gave him the O.K. on the

morning of the hill-climb. Sid proceeded to celebrate!

P. J. Collins (aged 18) did extremely well with his Cooper to climb the hill in 58.2 sec, a class record. B. E. Bradnack, in a cream Cooper, sliced a chunk from the banking at Les Platons on his first run, but made 60.4 sec next time up. Astonishing fact about Ken Wharton: after the practice runs in the morning (when he did 55.4 sec) he said: "I think I've reached the peak with the car." And how right he was! On his

first run in the afternoon, he climbed the hill in 55.4 sec. And his second run? 55.4 sec again.

Sydney Allard drove not nearly as steadily as last year, and could manage only 56.6 sec, to gain fourth f.t.d. Poore performed a magnificent broadside at Radio Corner on his second run, but fought his way out of it. He handled the Alfa's weight as if it were a marionette.

Finally it is worthy of note that Frank Le Gallais (a Jerseyman) who spent two years building his own Le Gallais Special, using a 3½ Jaguar engine, put up the grand time of 58.2 sec, lopping 1.3 sec off his own previous best time. L. Bond did extraordinarily well with his 497 Bond, with 62.2 sec.

### PROVISIONAL RESULTS

Ten Fastest	590
1. Cooper 996 (K. Wharton) .....	55.4
2. Alfa Romeo 3,800 s (R. D. Poore) .....	55.8
3. Cooper 998 (Sid Logan) .....	56.4
4. Allard 3,700 (S. H. Allard) .....	56.6
5. Cooper 750 (P. J. Collins) .....	58.2
6. L.G.S. 3,483 (F. Le Gallais) .....	58.2
7. Cooper 1,098 (B. E. Bradnack) .....	60.4
8. Cooper 998 (J. D. Foindestre) .....	61.2
9. Bond 497 (L. Bond) .....	62.2
10. Lanford Special 3,622 (D. L. Aspland) .....	62.4

Up to 750 c.c.: 1. Cooper 750 (P. J. Collins), 58.2 sec; 2. Bond 497 (L. Bond), 62.2; 3. Austin 747 s (R. G. Beer), 73.

751 to 1,100 c.c.: 1. Cooper 998 (K. Wharton), 55.4 sec; 2. Cooper 1,098 (Sid Logan), 56.4; 3. Cooper 1,098 (B. E. Bradnack), 60.4.

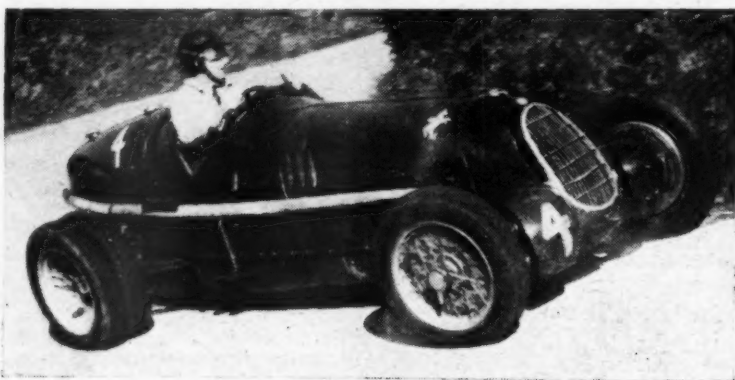
1,101 to 1,500 c.c.: 1. Les-Francis 1,496 s (C. R. Arthur), 65.6 sec; 2. M.G. 1,250 (F. C. Norman), 65.8 (only two competed).

1,501 to 2,000 c.c.: 1. Jaguar 1,776 (B. Jones), 65.2 sec; 2. V. M. Special 1,800 (D. J. Vardon), 66.8 (only two competed).

Over 2,000 c.c.: 1. Alfa Romeo 3,800 s (R. D. Poore), 55.8 sec; 2. Allard 3,700 (S. H. Allard), 56.6; 3. L.G.S. 3,483 (F. Le Gallais), 58.2.

F.t.d. Records and 1100: K. Wharton.

Heliyar Trophy for fastest time by club member: S. Logan.



Dennis Poore and the veteran Alfa Romeo close in on the final hairpin.

## SUNBAC'S SILVERSTONE

## IRISH EVENT

THE Sunbac club will run their second race meeting at Silverstone on September 2. The programme will include handicap and scratch races for sports and 500 c.c. racing cars. The following clubs have been invited to compete: 500, Midland Motor Enthusiasts, North-west London, Sheffield and Hallamshire, Vintage, Nottingham, and 750. Entries (closing date August 19) to J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield.

Also at Silverstone is the M.C.C.'s race meeting for cars and motor cycles

on September 9, comprising two one-hour high-speed reliability trials for cars, and one for motor cycles, and scratch and handicap races. Entries close on August 19, and should be sent to J. A. Masters, 26, Bloomsbury Way, London, W.C.1.

ANOTHER event scheduled for September 9 is the Curragh International Wakefield Trophy, organized by the Irish Motor Racing Club; it will be run on the 4.9-mile "big circuit," Curragh, County Kildare. The meeting

will consist of two handicap races—a junior and senior—with awards for the fastest finishers in each, the handicaps being based on individual cars and drivers. Entries for the senior race will be restricted to those considered by the organizers to be capable of exceeding an average speed of 70 m.p.h. (the fastest lap made last year was 82.9 m.p.h., by P. D. C. Walker, driving an E.R.A. during the practice period). Entries should be sent (before August 19) to: The Secretary, I.M.R.C., 37, Exchequer Street, Dublin.

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1949 **AUSTIN A70** Hampshire Saloon,  
Blue, Beige leather, 4,000 miles.

1949 **FORD "Pilot"** Saloon, Black, Brown  
leather, 9,000 miles.

1948 **HILLMAN Minx** 10 h.p. Saloon,  
Black, Brown Cloth, 10,000 miles.

1949 **HILLMAN Minx** 10 h.p. Saloon,  
Dove Grey, Red leather, 8,000 miles.

1949 **HUMBER Hawk** 14 h.p. Saloon,  
Black, Brown leather, 6,000 miles.

1949 **HUMBER Super Snipe** 27 h.p.  
Saloon, Black, Brown leather, 1,000  
miles.

1949 **HUMBER Pullman** 27 h.p. Limou-  
sine, Black, Leather and Cloth;  
3,000 miles.

1949 **JAGUAR** 1½-litre Saloon, Gunmetal  
Grey, Red leather, 9,000 miles.

1949 **JAGUAR** 3½-litre Mark V Saloon,  
Black, Brown leather, 3,000 miles.

1949 **MORRIS "Oxford"** Saloon, Maroon,  
Beige leather, 7,000 miles.

1949 **ROLLS ROYCE "Silver Wraith"**  
Sports Saloon, Black, Fawn leather,  
600 miles.

1949 **ROVER "75"** Sports Saloon, Grey,  
Grey leather, 12,000 miles.

1948 **ROVER "75"** Saloon, Black, Red  
leather, 7,000 miles.

1949 **ROVER "60"** Sports Saloon, Black,  
Grey leather, 12,000 miles.

1949 **SUNBEAM-TALBOT "80"** Sal-  
oon, Satin Bronze, Red leather, 6,000  
miles.

1949 **SUNBEAM-TALBOT "90"** Sal-  
oon, Silver Green, Buff leather, 6,000  
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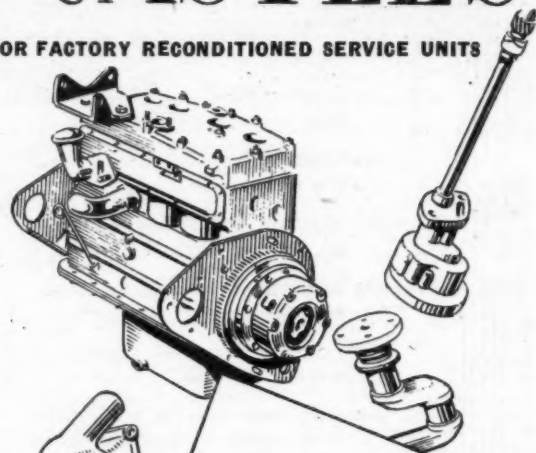
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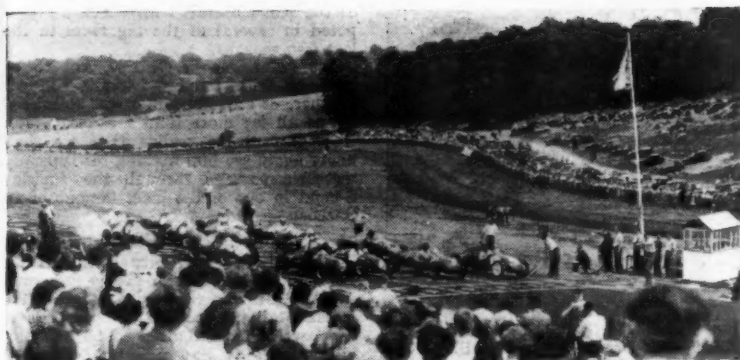
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A general view of the start of one of the heats at Brands Hatch last Monday, showing the spectators' viewpoint.

## THE SPORT

Conducted by S. C. H. DAVIS and  
J. A. COOPER, A.M.I. Mech.E., M.S.A.E.

THE recent crash at Geneva, in which Villorresi was injured, has unfortunately resulted in the withdrawal of one of the official Ferrari entries for the International Trophy race at Silverstone on August 26. However, there should be a magnificent struggle between the two official Alfas, the remaining works Ferrari and the two B.R.M.s, with the presence of the Milans to give added spice to the affair. In all there are thirty-one entries as follows:—

**Alfa Romeo:** Farina, Fangio. **Ferrari:** Ascari, Whitehead, B.R.M.: Mays, Parnell, Sommer, Walker. **Milan:** Bonetto, Comotti. **Talbot:** Gaze, Giraud-Cabantous, Etancelin, Levegh. **Maserati:** Chiron, A. N. Other, Parnell, Hampshire, D. Murray, Brooke, C. Murray, D. Hamilton. **E.R.A.:** Gerard, Harrison, Shawe-Taylor. **Alfa:** Crossley, Watson. **Delage:** Rol. **H.W.M.:** Moss, Macklin. **G.D.L.:** Chorlton. **R.R.A.:** Richardson. **A.S.B.:** Butlerworth.

The first two Maseratis are works entries, but it is not yet clear who will drive the second car, as Rol will apparently be unable to come over. Nor is it certain, as yet, who will drive Parnell's Maserati now that he has officially accepted the invitation to drive for B.R.M.

SOMMER has now tried the B.R.M. and has written a letter to the British Motor Racing Research Trust in the following terms:—

"I have driven the B.R.M. and I think it should have an outstandingly successful racing season in 1951. It is the most perfectly designed racing car I have ever seen, and I include the Mercedes-Benz cars, which were built regardless of cost. The end of the B.R.M. development stage is near at hand, and I shall have the greatest pleasure in taking the wheel of one of the cars at Silverstone on August 26. Experience obtained at Silverstone should prove of the greatest value in the final preparation of the B.R.M. team.

"I take off my hat to the B.R.M. designers, to the men who have made the car, and to the few patriotic British business men who have had the courage to provide financial and moral support having only a mind to add to British prestige. In this tribute I would like especially to mention my friends Raymond Mays and Peter Berthon, who instigated the B.R.M. and who are giving of their best in its development."

Certainly August 26 should provide a magnificent spectacle; although it must not be forgotten that, after all, it is the first race, not only of the B.R.M. car itself, but also of the whole organisation, and there will no doubt be many questions the correct answer to which can be discovered only by experiment and experience.

It was good to see Stirling Moss driving again at Brands Hatch despite having one knee in plaster. His crash at Naples was, of course, in the H.W.M., and not the Cooper as stated last week. Incidentally, at the time of the crash he and Macklin were lying first and second with the two H.W.M.s. Macklin also turned round in avoiding Stirling's car, finally finishing second to Cortese in a Ferrari. The Italians, who produce at least their share of the world's best road-racing drivers, were mightily impressed by both Moss and Macklin, reckoning them among the best drivers in the rising generation.

It is difficult to express in cold print the loss which the motor racing world in general, and his personal friends in particular, have suffered by the death of

### COMING SHORTLY

- AUGUST 12.**—Ulster A.C. Ulster Trophy race, Dundrod Circuit, Co. Antrim, Northern Ireland, starting 2 p.m.  
12.—Hartlepool and D.M.C. Sprint races, Promenade, Hartlepool, 2 p.m.  
12.—Bentley D.C. Open house, at Lake Cottage, Shamley Green, to members and friends, by invitation of Mr. and Mrs. W. O. Bentley.  
12.—W. Cornwall M.C. Hill-climb, Trengwainton.  
12.—B.A.R.C. Members' meeting, Goodwood, 2 p.m.  
13.—Sunbeam-Talbot O.C. Peak District Trial.  
13.—Gosport A.C. Rally, Gosport, Hampshire.  
15.—Pescara race, Italy.  
16-20.—Liège-Rome-Liège rally, Belgium.  
19.—West Hants and Dorset C.C. Speed trial, Lytchett.  
19.—Vintage S.C.C. Hill-climb, Prescott, starting 1 p.m.  
19-20.—Isèran Rally, France.  
20.—Horsham and D.M.C. and L.C.C. Night trial, starting from Horsham, 4 a.m., finishing Lulworth Cove, 11 a.m.  
20.—Lancia M.C. Rally to Hawkstone Park Hotel, Weston-under-Redcastle, Salop.  
20.—Stockholm race, Sweden.  
20.—German Grand Prix, Germany.

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28/25 Rolls-Royce Saloon, with division by Park Ward, finished black with blue leather. First registered April 1933.

Mark VI Bentley Standard Saloon, finished two shades of green with stone leather. First registered February 1948. (1949 modifications).

Four-Fifty Wolseley Saloon, finished black with brown leather. 9,000 miles. First registered July 1949. £1,175.

Vauxhall Velox Saloon, finished green with brown leather. 13,000 miles. First registered May 1949. £925.

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## SPORT: continued



The late Joe Fry.

Joe Fry, who was so unfortunately killed while practising for the Blandford hill-climb recently. Joe, together with his cousin David, came into prominence well before the war when they first constructed and ran that extraordinary sprint machine, the Freikaiserwagen; since then they have become an essential part of every hill-climb and sprint event of note, going from strength to strength; Joe's crowning achievement, of course, was the capture of the Shelsley Walsh hill-climb record last year, which for so long had been the prerogative of Raymond Mays. He was also no mean road-racing driver, having graduated via his sports Bugatti to the wheel

of the 4CL Maserati with which he competed in several of the big races in the last two seasons.

Joe (who was J. G. Fry, not to be confused with Jeremy, David's younger brother, of Parsenn fame) will be missed by us all far more than I can say, and it is difficult to realize that we shall never again see him making his typically meteoric passage through the Shelsley S-bend in one of the most famous of all Shelsley specials.

It will be a great pity if the use of Blandford for motor racing is permanently lost to us because of this, the latest fatality to occur there. Certainly, the part of the circuit used for the hill-climb is in no way unduly dangerous; the West Hants and Dorset Car Club, who can in no way be blamed for the accident, have had far more than their share of bad luck in this respect.

GUY WARBURTON, in his Allard, took second place in the unlimited sports car class, and sixth place in the general classification, in the Mont Cenit hill-climb on July 30. Fastest time of the day was put up by Bracco in a Ferrari, while Warburton was beaten in his class by Carini, at the wheel of an Osca. J. A. C.

## CLUB NEWS

Mrs. Thelma Ruffer, driving a Standard, navigated by A. Bourn.

**Lancia M.C.**—There will be a rally on August 20, to take the form of a scheduled run to Hawkstone Park Hotel, Weston-under-Redcastle, Shropshire, including a continuity test followed by a concours and a limited number of driving tests. The Bentley D.C. has been invited to compete. Enquiries to T. Widdowson, Metropolitan Chambers, Lichfield Street, Wolverhampton.

**Mid-Cheshire C.C.**—A special general meeting is being called on August 18, at the White Barn Hotel, Cuddington, at 8 p.m. Purpose is to find out what type of event is most popular with members.

**Shenstone and D.C.C.**—The first Challenge Half-day, between the Shenstone and Hagley clubs, took place in the grounds of Hints Hall, near Lichfield, on Sunday, July 30. The Hagley club gained the Challenge Trophy, by 37½ points to Shenstone's 31½, and best performance of the day by an H. and D.L.C.C. member was put up by Ken Rawlings, driving his Vanguard Special. J. D. Sleeman (Sleeman Sp) gained highest place in the Shenstone club entries, and Miss H. M. Holden, driving a 1250 c.c. M.G., put up the best performance by a lady competitor.

## IN BRIEF

The Royal Society for the Prevention of Accidents director-general, Lt.-Col. J. A. A. Pickard, C.B.E., D.S.O., M.Inst.T., having reached the age limit, is retiring at the end of this year. He will be succeeded by Major-General B. K. Young, C.B.E., M.C., the present deputy director-general.

Colonel N. L. Fretton, who was, until recently, the chief inspector of Army fire services, has joined the Pyrene Co., Ltd., 9, Grosvenor Gardens, London, S.W.1. The company, which makes fire extinguishers and safety devices, has its works on the Great West Road, at Brentford, Middlesex.

The New City Road Garage premises in Glasgow have been acquired by S.M.T. Sales and Service, Ltd., who will

provide twenty-four-hour servicing facilities of the most modern type in this extension to their depots.

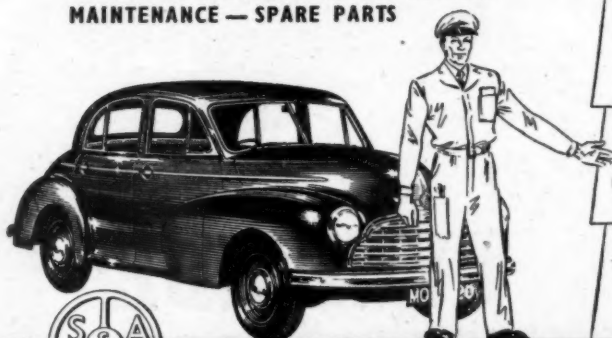
As a result of participation in the recent Toronto Trade Fair, Canadian agents have been appointed for the products of the Burtonwood Engineering Co., Ltd., Warrington, Lancashire. Items affected are oil seals and various garage equipment devices.

The premises, assets and goodwill of R.E.P. Garages, Ltd., Kings Court, Ravenscourt Park, Hammersmith, London, W.6, and 302-306, King Street, Hammersmith, will be acquired by G. S. Hall, Ltd., on September 4. The company will trade under the name of G. S. Hall, Ltd.

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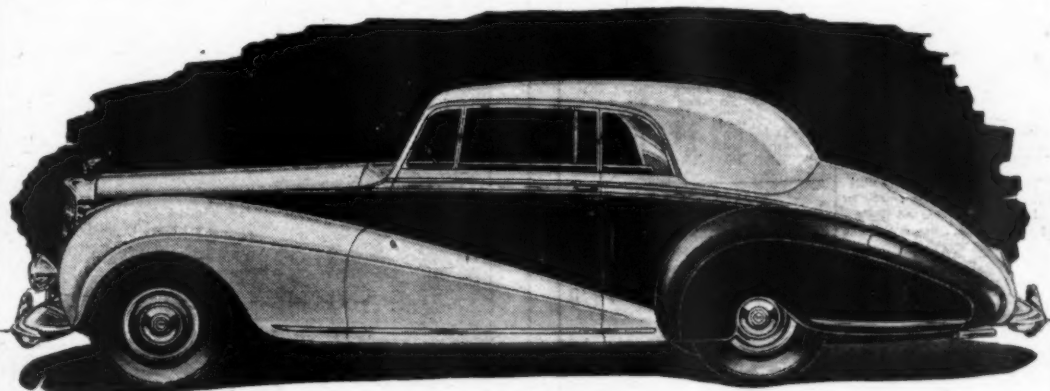
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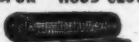


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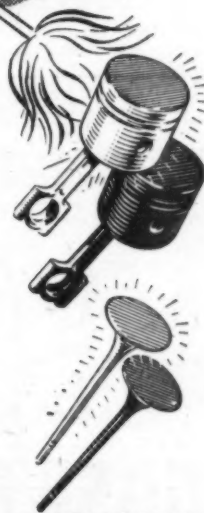
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## to mop up engine deposits as it lubricates

From the moment you start your engine —no matter how new or good it may be—harmful deposits begin to form. And in the old days they settled on the moving parts, stealing power, clogging rings and oil-ways, making engines old before their time.

But those were the days before New Mobiloil. Ask your garage to drain and refill with New Mobiloil—the oil that safely cleans your engine as it lubricates, and *keeps* your engine clean and young.



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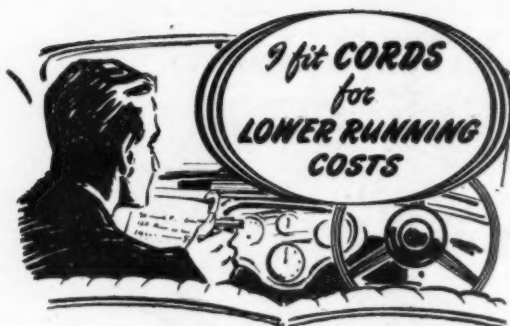
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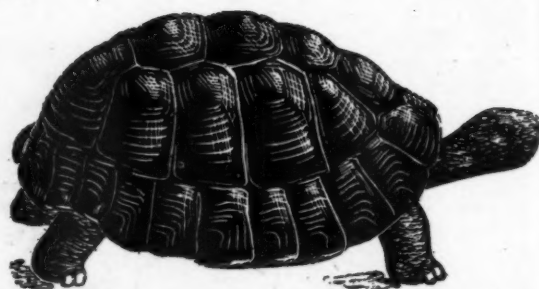


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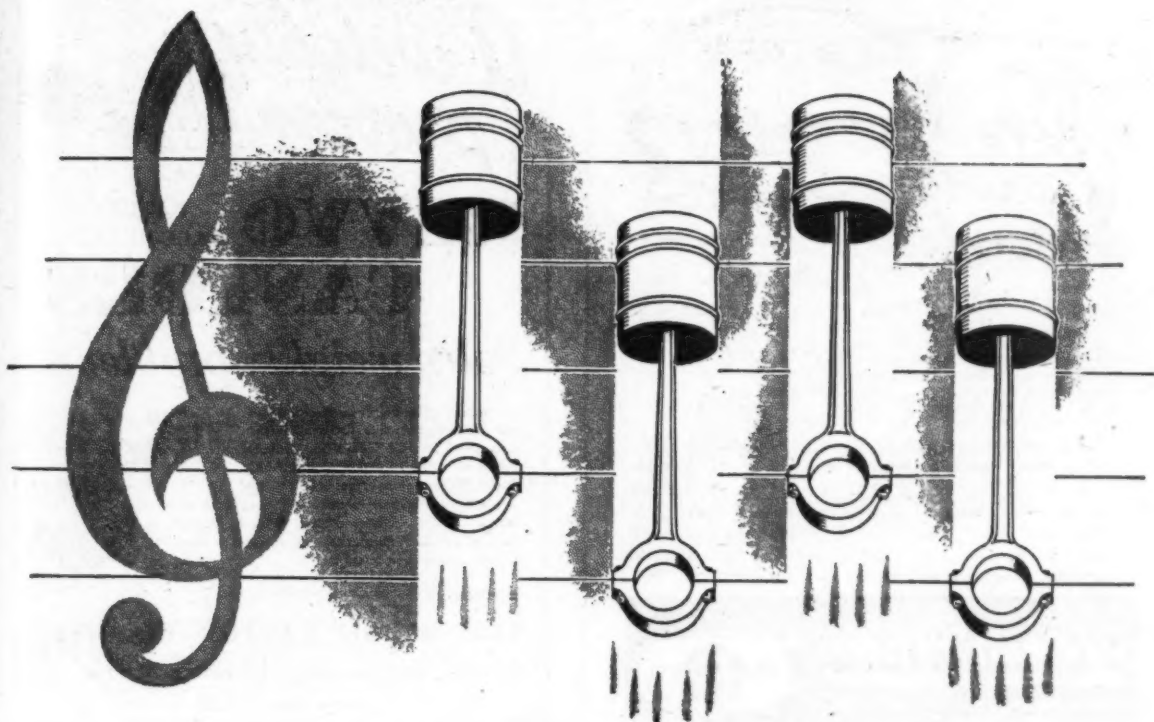
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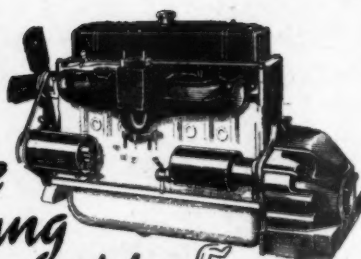
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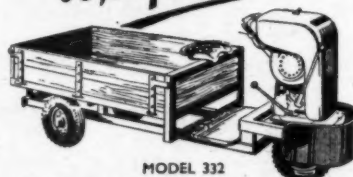
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 8 h.p. Sln., 1937, similar model to above, original black coachwork in very sound order. Recommended . . . £225  
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 8 h.p. New-type Sln., 1938, smart modern appearance, dark green finish, all tyres renewed recently . . . £295  
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 10 h.p. Sln., 1935 4-door full of lux model, leather upholstery, splendid runner . . . £195  
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 10 h.p. Perfect Sln., 1939, one owner since 1940, finished mechanically, interior rather shabby . . . £260  
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 10 h.p. Sln. de Luxe, January, 1940, black with green leather, very clean condition, like p/w model . . . £565  
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 12 h.p. Sln., 1936, in excellent mechanical order, engine just decarbonized, steering overhauled . . . £295  
 12 h.p. Sln. de Luxe, 1939, finished in original black with brown hide interior, exceptionally clean . . . £575  
 12 h.p. Sports Sln., 1939, in immaculate condition throughout, extensively overhauled recently . . . £635  
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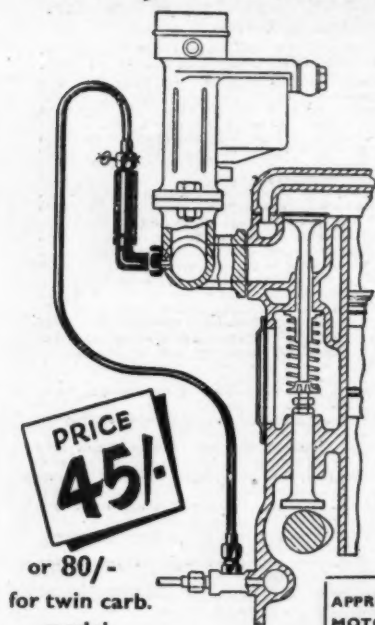
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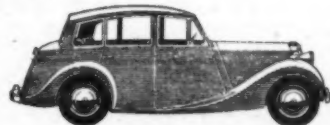
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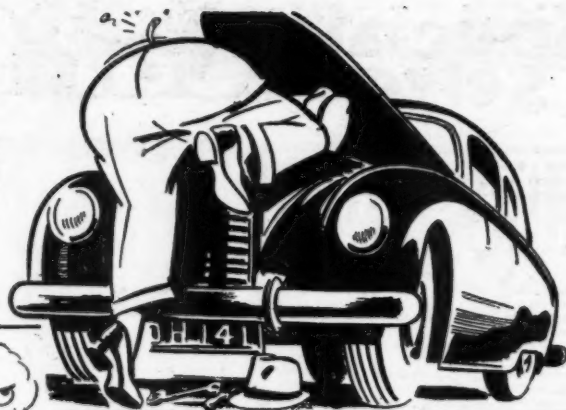
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**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1949** Allard 2-seater sports, colour metallic grey, 8 & 12 mph, genuine, £250.

**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**CAR MART, Ltd.**

**ALLARD 1949**, saloon, 8,000 miles, £1,095.

**ALLARD 1948**, drophead coupe, 13,000 miles; £995.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [4149]

**SLOCUMBS**, of Neasden.

**SLOCUMBS**—1948 (October) Allard maroon 2-seater, 9, genuine 11,000 miles, all perfect Dunlops, tonneau cover, maroon leather upholstery, genuine baggy; £745.

**SLOCUMBS**—1949 (late) Allard ice blue occasional 4-seater, this is a special car, hand-built fouroursome body, the only one, many extras, genuine 5,000 miles, as brand new; £245; terms and exchanges with pleasure.

**269 Neasden Lane, N.W.10. Gladstone 2084** [3575]

**1949** Allard Fouroursome d.h. coup., 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 5588. [4395]

## Autocar CLASSIFIED ADVERTISEMENTS

### GUY SALMON AUTOMOBILES.

**1949** (June) Allard drop head coupe, 12,000 miles, twin spot lamps, immaculate condition; £995.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.

**DAGENHAM MOTORS, Ltd.**, offer the following:

**1949** (B.M.T.A. consent) Allard saloon, black, brown hide, 5,000 miles

**56** Park Lane, W.1 Regent 4866; 374, Ealing Rd., Alport, Middx. Perivale 3588; and 8 & 12, Sankley Rd., Catford, S.E.E. Hither Green 4821. [3452]

**DAGENHAM MOTORS, Ltd.**, main distributors, buy and sell used Allard cars.—36, Park Lane, London, W.1. Regent 4866.

**1949** 2-str. grey/brown hide upholstery, 1,000 miles, one owner, exceptional condition; £900.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [4573]

**1947** Allard 4 competition 2-seater fitted 4-speed box, racing wings, tele. control, large rear tyres, dual coil and petrol pumps, finished cream and red leather, extra equipment includes 3-speed standard synchro box, standard rear wheels and tyres, touring wings with spats for rear, good condition and low mileage; £700.—K. Flat 6, 62, Cadogan Sq., S.W.1. Kensington 2504.

**SPECIAL** lightweight J-type Allard Competition 2-seater, 2,100 miles only, having been transported to events in Italy; this car holds the sports car records at Mont-Venux and Bo'nest and the class records at Prescott, Maloja and Develier; it has climbed Shelsley in sports car trim faster than the sports car record; it made fastest aggregate time in tests in 1950 Eastbourne Rally, F.S. De Dion rear suspension, 2-carburettor enlarged Mercury engine, 5 Dunlop racing tyres, fitted with special lightweight aluminium body, complying with international sports car regulations.—Mr. Robinson, Alfred Inhof, Ltd., 112, New Oxford St., London, W.C.1. Tel. Museum 7678. [3662]

**Allard Cars Wanted**

**BARTLETT**, the Allard buyers.—Bartlett, 27a, Pembroke Villas, W.11. [2926]

**BRITISH & COLONIAL MOTORS, Ltd.**, require good Allard cars.—Upper St. Martin's Lane, W.C.1. [4355]

**Allard Spares and Service**

**ADLARD'S MOTORS, Ltd.**, for all Allard spares.—43-45, Acre Lane, London, S.W.2. Brixton 6431.

**ADLARD'S MOTORS, Ltd.**, Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2353.

**ENCON COACHWORKS**, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock.

**BRISTOL STREET MOTORS, Ltd.**, 164-162, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allard spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

**ALVIS**

**BROOKLANDS.**

**ALVIS** distributors for London.

**HAVE** for inspection 2-seater sports as shown at Earls Court.

**CATALOGUES** and particulars also available of the new 3-litre.

**1949** Alvis 14hp saloon, black with beige leather, fitted radio.

**1949** Alvis 14hp saloon, maroon with red leather, speedometer reading 7,000 miles, fitted heater.

**1949** Alvis 14hp saloon, black with beige leather, speedometer reading 7,000 miles.

**1948** Alvis 14hp saloon, black with brown Bedford cord, speedometer reading 7,000 miles; above s.h. cars examined and approved by makers.

**103** New Bond St., W.1. Tel. Mayfair 8551/6. [4525]

**GUY SALMON AUTOMOBILES, Ltd.** offer—

**1948** Alvis fitted makers' drop head coupe body, low mileage, in excellent condition; £1,125.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3.

**1947** Alvis 14 saloon, as new, makers list price.

**1947** Alvis Speed 25 saloon, in very clean condition; price £600.—W. E. Challice, Ltd., Canning, Bridgewater, Tel. Combeich 228. [4476]

**£395**—1936 17hp saloon, immaculate and virtually unfaulible.

**£215**—12hp 4-door sports saloon, specimen condition throughout.

**£195**—1932 20hp drop head coupe, enthusiast maintained, many extras.

**£195**—Special 12hp super sports 2.3-seater, specimen condition.

**£175**—12/50 Atlantic 4-door sports saloon, very nice order throughout.

**SPECIAL** easy hire purchase; immediate insurance; Alvis cars bought or sold on commission.—Alford Garage, The Alvis People, 11, Brook Mews North, Craven Rd., Paddington 3952 & 4710. [4568]

**GORDON CARS (LONDON), Ltd.**—1949 Alvis 14 saloon, maroon.

**GORDON CARS (LONDON), Ltd.**—1948 Alvis estate car.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [4499]

**1934** Firefly black d.h. coupe, engine recently built; overhauled; bargain; London.—Offers Box 5890.

**£195** Alvis 1933 foursome drophead coupe, 8,000 miles, excellent condition.—Colindale 8048 evenings.

**1948** Alvis 14hp saloon, one owner, radio, 15,000 miles, immaculate, 2,000 miles since passed by Alvis, guaranteed.

**G. W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kip. 2241. [4287]

**£150** or offer.—1934 17hp Alvis Firefly saloon, mechanically sound; any trial.—Perrin, 41, Swindon Rd., Wroughton, Wilts. [4596]

**ALVIS** in Scotland, sales, spares and service; attractive range of used cars always available.—James H. Galt, Ltd., The Distributors, 52, Woodlands Rd., Glasgow C.3. Tel. Douglas 7598. [0548]

**1948** Alvis 4-seater, wooden body, miles 10,000, perfect; £795.—Carton's Cars (London), Ltd., 337, Euston Rd., N.W.1. Tel. No. Euston 5212 (5 lines). [4273]

Trade discounts: Details upon application to "The Autocar," Dorset House, Stamford Street, London, S.E.1. Remittances payable to Iliffe & Sons Ltd. Deposit System: Full particulars upon application to Head Office. The Proprietors retain the right to refuse or withdraw "copy" at their discretion, and accept no responsibility for matters arising from clerical or printers' errors.

**OWNER** going overseas, must see 1934 Alvis Speed 20, just rebored, new bearings, camshaft, good tyres; best offer.—18, Cranford Road, Hayes, Middx.

**PERFORMANCE CARS** (Ham. 0/6) Always a nice selection of Alvis cars, see under Sports Cars. Wanted urgently 51 Speed 20 and Speed 25 tourers or drop heads.

**1949** special body, leather upholstery, loose covers, R.M.V. radio; £1,350.—Boycie, 78, Wells St., London, W.1. Tel. Museum 8162. [4020]

**1940** Alvis Crested Eagle 19.8hp saloon, finished in royal blue, with blue leather, 37.30C miles, chassis and bodywork in magnificent condition throughout, a specimen car in every detail; £685.

**JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.7. North 4441. [13462]

**ALVIS** Firebird 14hp, Sept. 1934, engine No. 12700.

**A** rebored, new holder, rebuilt clutch and brakes, in good all-round condition, drop head coupe; £200.—Bagshaw, The Green, Bath St., Belgrave, Leicester. [15855]

**ALVIS** 14hp 4-seater tourer, engine not run in after overhaul by Alvis, enthusiast maintained, Marchal head lights, Norel, Ekco radio, 4 new tyres, wheels, etc.; £350 or best offer.—Slinger, 30, Derby St., London, E.1. [4354]

**1947** (Nov.) Alvis 14hp d.h. lux. saloon, black, 18,000 mls., as new; £945.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4324]

**ALVIS** Speed 25, Charlsworth saloon, 27.10.38, superb quality car, completely overhauled, over 90 mph, 7-bearing crankshaft, V new Dunlop Forts, etc., taxed year; £825 or exchange.—407, Northolt Rd., Harrow, Byron 1228. [13861]

**1935** Alvis 14hp, 7 seats, face forward, 1935.

**1935** by Mayfair Carriage Co. this car has not been used since September, 1935, fitted with discs, the original spare never been used, mileage 25,000, the owner, who has used the car, must be appreciated, it is absolutely as new.—A. Ringie, 262a, Clapham Rd., S.W.5. Macaulay 1512. [2677]

**£495** owner since new, original log book, finished black with red leather, excellent mechanical order, outstanding opportunity at the price.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities; part exchanges; see our full page advert in this issue. [4671]

**L** 1934 Alvis 1934 Double Enclosed, 7-forward, black, mileage genuine 19,000 (unused 10 years) beautiful order throughout, reasonable cost. Alpe & Saunders, Providence Court, Grosvenor Square, London, W.1. [4415]

**Alvis Cars Wanted**

**ROWLAND SMITH'S**, the Alvis buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0914]

**WANTED**—Alvis cars, post-war saloon and coupe

**ARNOLD G. WILSON, Ltd.**, 232, Harrogate Rd., Leeds, 7. Tel. 41014-5. [0023]

**S. F. GREENE & SONS** Alvis distributors of Woking, invite details of late models for disposal.

**Woking 330.** [0697]

**CHARLES RICKARDS, Ltd.**, wish to purchase good pre-war Alvis cars.—56, Bayswater Rd., W.2. Paddington 1820. [4134]

**1948-9** Alvis, please give particulars and price, A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [10494]

**CAMDEN MOTORS** require to purchase Alvis 12-70 saloons and drop heads, 1935-40, in good clean condition. Please call or tel. station price required.

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 2381 & 5115. [14600]

**CHARLES FOLLETT, Ltd.**, buy good late model cars.

**18** Berkeley St. W.1. May 6266. Service Works and Stores; 12, Wellesley Ave., W.6. Riv. 1413. [8561]

**Alvis Spares and Service**

**SERVICE** and spares for Alvis cars.

**ALVIS** Ltd., Service Station, 832, Finchley Rd., London, N.11. Tel. Speedwell 6762-3-4. "Grams," "Alviscar Gold London."

**AND** at Alvis Ltd., Service Station, Holyhead Rd., Coventry, Tel. 5501. "Grams," Alvis, Coventry."

**CHARLES FOLLETT, Ltd.**—Alvis specialists.

**SHOWROOMS**—18, Berkeley St., W.1. May. 6366.

**SPARE parts.**

**SERVICE**—12, Wellesley Ave., W.6. Riv. 1413. [8566]

**KINGSTON-ON-THAMES**—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [1588]

**JAMES H. GALT, Ltd.**, Alvis distributors for Scotland, 71-73, Dobbie's Loan, Glasgow, C.4. Tel. Douglas 0638. Comprehensive spares and service. [0730]

**AMERICAN CARS**

**OVERSEAS CARS, Ltd.**

**1947** Chevrolet Fleetmaster saloon, maroon, left-hand drive; £1,050.

**1946** 23hp Nash saloon, right-hand drive, fawn, 24,000 miles, £10 tax; £1,175.

**OVERSEAS CARS, Ltd.**, 227, Bromford Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [4540]

**WANTED**, American cars, all makes, for cash.—Parade Garage, Galloway Corner, Romford, Essex, Ingrebourne 2451. [3547]

**ARMSTRONG SIDDELEY**

**BROOKLANDS.**

**1949** Armstrong Siddeley Lancaster saloon, 18hp, black with green leather, small mileage.

**103** New Bond St., W.1. Tel. Mayfair 8551/6. [4527]

**CAR MART, Ltd.**

**ARMSTRONG** 1949 Typhoon saloon, 8,000 miles; £1,295.

**ARMSTRONG** 16 1947 Hurricane coupe, 13,000 miles; £299.—Car Mart, Ltd., 150, Park Lane, Grosvenor 3434. [4150]

**GUY SALMON AUTOMOBILES, Ltd.** offer—

**1938** Armstrong Siddeley 17hp saloon, genuine 24,000 miles from new one owner, in the most superb condition, which must be seen to be appreciated; £685.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [4273]





**A40** cars wanted—Mac, 12, Brambledown Rd., Wallington, Surrey, Wallington 6397. (1092)  
**ROWLAND SMITH'S**, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.  
**CASH** offer given immediately on sight for Austin A40 saloons, 1949, low mileage.—M.B. Motors, 336, New Cross Rd., London, S.E.14. Tideway 5779. (14185)  
**Austin A40** saloons, 1949, low mileage.—Motourists (London) Ltd., 297, Euston Rd., N.W.1. Euston 1212. (14155)  
**A Ltd.**, are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (16395)

**AUSTIN TWELVE**

**CAR MART, Ltd.**  
**LONDON Distributors.**  
**AUSTIN 12** 1947 saloon, 6 months' guarantee; £835.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (14153)  
**1937** Austin 12 saloon, recently rebored, good tyres, very well maintained.—Below.  
**1936** Austin 12 saloon, blue/blue leather, one owner only, reconditioned engine, A.1 tyres, mileage nominal, this car is in quite exceptionally fine condition throughout, original paintwork.—C. A. Peto, Ltd., 42 North Audley St., W.1. Mayfair 3051. (14303)

**BRAY MOTORS**—2395, 1939 Austin 12/4, black, hide interior, exceptionally clean, good runner, good tyres.  
**BRAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6490. (14652)  
**1939** Austin 12 saloons; from £365.—Smith & Hunter, 376, Kensington High St., W.8. Western 2312. (14307)

**1937** Austin 12, a good example of these famous quiet axle, any trial; £325.  
**MAGDALEN MOTORS**, 311, Trinity Rd., S.W.18. Tel. 5573. (14253)  
**BRAY MOTORS**—1915, 1935, Austin 12/4 de luxe saloon, blue/black, blue hide interior, original throughout, excellent runner.  
**BRAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6490. (14640)

**AUSTIN 12**, 1934, thoroughly overhauled and sprayed, suitable for hire work; £295.—F. Puxey, 71, Wycombe End, Beaconsfield, Bucks. (4036)  
**1937** Austin 12hp saloon, very exceptional condition throughout.—Colin Haines, Ltd., 30, Bourdon Rd., W.1. Mayfair 2338. (14449)  
**AUSTIN 12hp** saloon de luxe, black/brown leather, maker's reconditioned engine just fitted, superb condition throughout, guaranteed; £785.  
**W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin. 2241. (14286)

**1939** Austin 12/4 de luxe saloon, in outstanding condition, black, brown hide, taxed; £435.—Peterham Garage, Ltd., Peterham Mews, S.W.7. West 4106. (13768)  
**WALTER SCOTT, Ltd.**—1938 Austin 12 saloon, black, brown leather, carefully used, excellent condition; £375.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. (14483)  
**TANKARD & SMITH, Ltd.**—offer 1947 Austin 12 saloon, choice of 2, both in black with brown leather upholstery, moderate mileages, immaculate condition throughout; 12 months' written guarantee; 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Flaxman 4801-2-3. (14120)

**Austin Twelve Cars Wanted**

**CAR MART, Ltd.**, London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. (10954)  
**1947** Austin 12hp saloon.—Herbert Robinson, Ltd., Regent St., Cambridge. (14555)  
**CASH** buyers of low mileage Austin 12s; distance no object.—Huttons, Lord St., Southport, Tel. 2268.  
**ROWLAND SMITH'S**, the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (10921)  
**1937**—8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. (10924)  
**RAYMOND WAY**, the hire-purchase specialists, are still buying pre-war Austin 12s, and have unlimited cash available.—Camberbury Rd., Kilburn, N.W.6. (15941)

**AUSTIN SIXTEEN**

**CAR MART, Ltd.**  
**LONDON Distributors.**  
**AUSTIN 16** 1948 saloon, 8,000 miles; £835.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (14155)  
**NEWNHAMS, Ltd.**  
**1948** Austin 16 saloon, black with brown, carefully used.  
**NEWNHAM HOUSE**, 235-7-9, Hammermith Rd., London W.6. Riverside 4646. (11004)  
**ELITE MOTORS** offer:—  
**1948** (August) Austin 16 de luxe saloon, mileage only 12,000, in immaculate condition throughout, black with brown interior; £875.  
**ELITE MOTORS**, 951-961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (four lines). (14487)  
**DICKS CAR SALES** offer:—

**1946** Austin 16 saloon, carefully used; genuine tax; £865.—  
**DICKS CAR SALES, Ltd.**, 399-401, High Rd., Kilburn, N.W.5. (14432)  
**PHILIP RICKARDS, Ltd.**, offer:—  
**1948** Austin 16 saloon, green/brown leather, 16,000 miles, A-4, Brick St., Park Lane, W.1. Grosvenor 4772/3. (14413)  
**D. J. SHEPHERD & Co. (Enfield), Ltd.**, offer:—  
**1948** (September) Austin 16hp, black, brown interior, 16,000 miles, immaculate condition, taxed end of year; £875.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631.  
**1948** (Oct.) Austin 16 saloon, sliding roof, heater, low mileage; £825; also  
**1947** Newman & Co., 369, Euston Rd., N.W.1. Euston 4466.

**1947** Austin 16, low mileage, one owner, excellent condition; £895.—Bowen, Hillside Garage, Edgware Tel. Edgware 4464-5. (14587)  
**1936** payments.—Oldfield, 4, Russell Gardens Mews, Kensington, Park 7780. (14278)  
**1948** 16hp, under 17,000 miles, perfect condition; £900 or offers; no dealers.—Ring Claygate 2497, or write Holmes-Smith, Ormond House, Exeter. (14052)

**BRAY MOTORS**—£425, 1939 Austin Goodwood drop head saloon, grey, good hood, hide interior, new tyres, new engine fitted by us, exceptional value.  
**BRAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6490. (14635)  
**1948** 16hp saloon, black/brown hide upholstery, 12,000 low mileage, heater, radio, exceptional condition; £975.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011. (14575)  
**1946** (June) Austin 16, in very clean condition, black with leather upholstery all through.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wimm. 3051-2. (19266)  
**£885** magnificent unmarked condition; exchanges and terms.—Swanmore Garage, 1176, Christchurch Rd., Boscombe, Tel. Southbourne 1022. (14243)  
**W** black, brown leather, carefully used, excellent condition; £675.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. (14283)

**1949** throughout, heater, radio, exceptional condition; £965; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq., W.1. May. 0821-2.  
**1947** (June) Austin 16hp de luxe saloon, in black with brown leather, fitted heater, genuine 9,000 miles; new; £825.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. (14329)  
**1948** Austin 16, black, brown leather, 16,000 miles, very good condition; £825.—Acres Autos, 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4, 2 minutes from Clapham North Underground, Tel. Maccusa 5762 and 5763. (14198)

**695** gns.—Austin 16 1946 de luxe 4-door saloon, black, sliding head, blue leather, Philco radio, heater, spare unused, one careful owner, very exceptional condition; terms enquired; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (14494)  
**£435**—1939 Austin 16 Goodwood de luxe saloon, fitted bench type front seat, recent overhaul costing £25 including new engine, clutch, etc., not yet run in. Literally immaculate throughout; sold with Lamb's three-point charter; ask for details, hire purchase, exchanges, written guarantee.—Lamb's of Wood Green, Caxton Rd., N.22. Bowes Park 4144, 4297. (14435)

**Austin Sixteen Cars Wanted**  
**CAR MART, Ltd.**  
**AUSTIN cars**  
**REQUIRED** immediately.  
**MAKE** your enquiries to  
**AUSTIN House**, 297, Euston Road, London, N.W.1. (10955)  
**TELEPHONE**: Euston 1212.

**CASH** buyers of low mileage Austin 16s; distance no object.—Huttons, Lord St., Southport, Tel. 2268.  
**ROWLAND SMITH'S**, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (10922)  
**A Ltd.** are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. (16395)

**AUSTIN A70 & A90**  
**CAR MART, Ltd.**  
**LONDON Distributors.**  
**AUSTIN A70** 1949 saloon, 6,000 miles; £1,195.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.  
**TOM GARNER, Ltd.**, offer:—  
**1949** Austin A70 Hampshire saloon, green with brown upholstery, 3,000 miles only.  
**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. Blackfriars 3265. (14139)  
**WARWICK WRIGHT, Ltd.**, offer:—  
**1949** Austin A70 Hampshire saloon, black, brown leather, 8,000 miles; £1,195.  
**1949** Austin A70 Hampshire saloon, suede green, brown leather, 7,000 miles; £1,195.  
**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Mayfair 9761. (14359)  
**McKINNON MOTORS, Ltd.**, offer:—  
**1949** July Austin A70 Hampshire saloon de luxe, black, brown hide front seats, brown hide/cloth rear, radio, heater, sliding roof, one owner, mileage 4,500; £1,245; trade enquiries welcomed. (14366)  
**M** Wallington, near Croydon Surrey. Established 1906. Tel. Wallington 3404. (13240)  
**S. G. SMITH (MOTORS), Ltd.**, offer:—  
**1949** Austin A70, radio and heater; £1,125.—S. G. Smith (Motors), Ltd., 13-19, East Dulwich Rd., S.E.22. New Cross 4444. (13614)  
**CHARLES RICKARDS, Ltd.**, the house of standing C and repute.  
**1949** (June) Austin A70 saloon, one owner, 5,000 miles (genuine), blue, faultless condition; £1,175.  
**56** Dayswater Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. (14132)  
**1949** Austin A70 de luxe saloon, equal to new.—Autowork (Winchester), Ltd. Tel. Winchester 4834-3406. (14366)  
**1949** Austin A90, green with beige upholstery, manually operated head, heater, 6,000 miles, immaculate; £1,350.—Walker, 656, Lytham Rd., Blackpool. (14627)  
**1949** July (ex-covenant) Austin A70 saloon, turquoise blue, low mileage, as new throughout; £1,125.—Wembley Court Motors, High Rd., Wembley. Arcoch 5221-2. (12254)  
**1949** (July) Austin A70, beige interior, radio, heater, 12,000 miles, taxed, unmarked; £1,095.—Birkett Motors, Ltd., 634-636, Mile End Rd., Bow, E.3. Advance 1517. (14339)  
**TANKARD & SMITH, Ltd.** offer 1949 Austin A70 Hampshire saloon, in blue with beige leather, under 9,000 miles only, radio, heater, as new throughout; £1,025; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Flaxman 4801-2-3. (14118)

**Austin A70 and A90 Cars Wanted**  
**AUSTIN A70**, low mileage covenant free.—Herbert Robinson, Ltd., Regent St., Cambridge. (14555)  
**AUSTIN EIGHTEEN**  
**CAR MART, Ltd.**  
**LONDON Distributors.**  
**AUSTIN 18** 1936 York, long chassis saloon; £595.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (14156)  
**SIMPSON'S MOTORS** offer:—  
**1939** Austin 7-seater, £10 per year tax, immaculate condition; £800.  
**SIMPSON'S MOTORS (WEMBLEY) Ltd.** (American Car Specialists). Wembley 5903. (15054)  
**AUSTIN 18** 1937 limousine.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. tem. 3588. (14392)  
**LIMOUSINE**, 1938, 18hp 1937 7-seater £10 tax, bargain; £535.—Lawton-Goodman, 153, Cricklewood Broadway, N.W.2. Gladstone 2228. (1822)  
**R. C. MORTLAKE** offers 1937 York 7-passenger saloon, one private owner, immaculate, blue, blue leather, convenient hire-purchase terms.—253, Kenal Rd., W.10. Ladbroke 3155. (18646)  
**ROSE & YOUNG, Ltd.**, offer 1938 Austin 18 7-passenger saloon, black, reconditioned engine; £735.—55-59, St. John's Ave., Streatham Hill, S.W.11. minute Streatham Hill Station, 1.5 mile Hill 6464. (10430)  
**1935** Austin 18 York 7-passenger, face forward occasional, one private owner, total mileage 58,000, complete history available; £355.—Vandervell (buyers of good used cars), 215, Harverstock Hill, N.W.3. Primrose 4441. (14315)  
**1937** Austin 18 double-enclosed limousine with 7-seater division, 7-seater face forwards, leather throughout, in perfect condition, fitted with new tyres; £735.—Car Sales Ltd., 292-308, Lankar Rd., W.9. Tel. Maida Vale 5134, 7833, 3485. (11921)  
**£475**—Austin 18 limousine, bodywork literally new, mechanically excellent, Girling brakes and Easy Clean wheels make this model highly desirable, interior spotless, don't mistake this excellent carriage for usual doubtful vehicles; sold with Lamb's three-point charter; ask for details, hire purchase, exchanges, written guarantee.—Lamb's of Wood Green, Caxton Rd., N.22. Bowes Park 4144, 4297. (14434)  
**£675**—Privately owned Austin 18hp Windsor 7-seater, 1939, a really clean car, no blemishes on coachwork, leather upholstery trim and neat, late property of well-known London organisation, never been used for hackney or similar purposes, correspondingly small mileage, believed chauffeur driven, extensive mechanical overhaul just two months ago, exceptional opportunity at the price.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities; part exchanges; see our full page advert in this issue. (14670)  
**A&S** Offer selected quality carriages (not cheap and doubtful variety) inspection invited.—SEVEN SEATERS 1936/1937 Saloons also partitioned Limousines, desirable condition, selection £450. Below  
**SEVEN SEATERS** 1938/1939 Saloons, excellent condition, leather throughout, black, certified mechanically.  
**LIMOUSINES** 1938/1939 Ivers, partition, forward J occasional, leather throughout, black, immaculate condition; £790.  
**HEARSE**, 1938, Deck 7ft 3in, streamlined four bearer 1950 Coachwork, lavishly equipped. Seen:—  
**LIFE & SAUNDERS** (100 Limousines; Lists posted) A Providence Court, Grosvenor Square, 2941-Mayfair.

**Austin Eighteen Cars Wanted**  
**CAR MART, Ltd.**, London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. (10956)  
**ROWLAND SMITH'S**, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (10924)  
**AUSTIN 18** 7-seater limousines and saloons wanted, good condition, distance no object.—Green & Zonia, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. (10677)

**AUSTIN TWENTY**  
**CAR MART, Ltd.**  
**LONDON Distributors.**  
**AUSTIN 20** 1935 Mayfair 7-seater limousine, 6 months' guarantee; £975.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (14157)  
**1940** Austin Ranelagh limousine, leather, superb order.  
**JOY ALFREDS & Co., Ltd.**, 6-7, Warren St., W.1. Euston 3268. (14223)  
**LIMOUSINE** 1935 Double Enclosed, 7-forward, blue J leather throughout, exceptional, ready service, £435. Also 1937 Mayfair magnificent. Seen:—  
**LIFE & SAUNDERS** (100 Limousines; Lists posted) A Providence Court, Grosvenor Square, 2941-Mayfair.

**Austin Twenty Cars Wanted**  
**ROWLAND SMITH'S**, the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. (10925)  
**AUSTIN TWENTY-FOUR**  
**1938-9** Austin 24hp 7-seater limousine, one owner, private.—Write BCM/NZA, London, W.C.1. (14229)  
**AUSTIN A125 and A135**  
**CAR MART, Ltd.**  
**LONDON Distributors.**  
**AUSTIN 125** Sheerline 1949 saloon, 8,000 miles; £1,675. A.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. (14158)  
**S. G. SMITH MOTORS, Ltd.**, offer:—  
**1949** Austin Sheerline, 7,000 miles, radio and heater, indistinguishable from new; £1,575; 50 other used cars.  
**S. G. SMITH (MOTORS), Ltd.**, 13-19, East Dulwich Rd., S.E.22. New Cross 4444. (13187)  
**1949** Austin Princess saloon, black with beige, full equipment, radio and dual speakers, immaculate condition, 10,000 miles; £1,750.—Ashmore's Ltd., Roebuck Lane, West Bromwich, Tel. 0786. (14570)

**Austin A125 and A135 Cars Wanted**  
**CAR MART, Ltd.**, London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. (10352)



**J. DAVY.**  
**1949** (February) Austin 16, blue, brown hide, H.M.V. radio, 14,000 miles; £975.  
**1947** (April) Austin 16, black, brown hide, one owner, 22,000 miles; £335.  
**1947** (May) Austin 10, black, brown hide, as new, 21,000 miles; £275.  
**1938** (June) Austin 18 Norfolk saloon, new, 21,000 miles only; £750.  
**1938** (March) Austin 10 Cambridge de luxe saloon, radio almost new, 42,000 miles; £445.—J. Davy Car Sales, 9, L'gan Place, Earls Court Rd., W.3. Western 6493. [4194]

**R. E. G. WESTON DISTRIBUTORS.**  
**HIRE** car and limousine specialists.  
**WRITE** for details and location of cars to  
**SALES** Dept.: 43, South Audley St., London, W.1.

**TANKARD & SMITH, Ltd.**, offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [10374]

**Austin Miscellaneous Cars Wanted**  
**ROWLAND SMITH'S**, the Austin buyers—Hampstead High St. (Hampstead Tube). Ham. 6041. [10926]  
**C. NORMAN & Co**

**AUTHORIZED** Austin dealers, are buyers of low-mileage Austin cars, of any horse-power, 46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-6.  
**DESTIN** wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [10922]  
**ASH** immediately for good Austin.—H. P. Edwards, 154, Gt. Titchfield St., L. Langham 0012. [4457]  
**CORBITT & TAYLOR** urgently require all types Austin—22, Conduit Mews, W.1. Am. 6049. [4215]  
**BRIDGE MOTORS** urgently require all models Austin 10.—Church St., Rickmansworth, Tel. Rickmansworth 2362. [4378]  
**BRITISH & COLONIAL MOTORS, Ltd.**, require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 5338. [4384]  
**CHARLES RICKARDS, Ltd.**, wish to purchase good pre-war Austin cars.—56, Bayswater Rd., W.2. Paddington 1820. [4135]  
**JACK OLDING, Ltd.**, 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [10812]  
**AUSTIN 8, 10, 12 and 16hp saloon, late models wanted** A urgently for cash.—Rawlings Bros., Ltd., 67, Cromwell Rd., S.W.7. Fro. 8161. [10416]  
**1939 8 10 and 12hp Austin cars in super condition, and will consequently pay prices which such cars demand.**  
**MAGDALEN MOTORS, Ltd.**, are anxious to buy 1939 8 10 and 12hp Austin cars in super condition, and will consequently pay prices which such cars demand. [10305]  
**MAGDALEN MOTORS, 311, Trinity Rd., S.W.18. Est. 5573. [4630]**  
**BLUE STAR GARAGES, Ltd.**, require good condition Austin cars, 8-16hp, from 1933 onwards.—617, Finchley Rd., N.W.2. Tel. Ham. 2841; or Abbey Rd., St. John's Wood, N.W.8. Tel. Con. 0282. [3264]

**Austin Spares and Service**  
**NORMAND, Ltd.**  
**FIRST-CLASS** mechanics and highly efficient supervision produce the best results.  
**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 3665. [10239]  
**THE CAR MART, Ltd.**  
**THE CAR MART, Ltd.**, Weish Harp, Edgware Rd., N.W.9. (Hendon 6500); and at 18, Uxbridge Rd., Ealing, W.5. (Ealing 6717). [10160]  
**C. G. NORMAN & Co.**

**AUTHORIZED** Austin dealers.  
**SPARE** parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 7611-4.  
**IF** it's Austin spares, try Sands, the Austin People, Burnham, Buck 84.  
**FOR** Austin spares, running boards, 1931-39. Brooks, 85, Queens Rd., Brixton. [10392]  
**WEYBRIDGE AUTOMOBILES, Ltd.**, the Austin distributors, urgently require late type Austins.—Tel. Weybridge 23. [10541]  
**REPAIRS!** New pattern gears (7, 10hp, etc.); recon. 10 exch. rear boxes; trade discount!—Pri. 2647. 10, Winchester Mews, N.W.3. [10136]  
**AUSTIN 7** spares, any year, any part, largest stockists in U.K.; exchange units.—Try Northwood's first, 65-47, Newington Causeway, S.E.1. Hop 2632 2620.  
**AUSTIN 7** owners.—Take advantage of our complete, extensive stock of spare parts and replacement units; price list on application.—Fairley's, Austin Seven specialists, John St., Sheffield, 2. Tel. 22876. [10295]  
**AUSTIN** spares.—Largest stockists in South London for Austin car and commercial vehicle parts; new and replacement units from stock; free delivery many areas.—Wimbledon Motor Works, Ltd., 28, High St., S.W.19. Wim. 0123. [10414]  
**PRYNN & STEVENS, Ltd.**, the South London Austin depot, full range of parts and accessories; exchange engines, rear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [10184]

**BENTLEY (3½ & 4½-litre)**  
**THE CAR MART, Ltd.**  
**BENTLEY 4½-litre 1948** razor-edge sports saloon by H. J. Mulliner, grey, 13,000 miles; £4,750.  
**BENTLEY 4½-litre 1947** (Dec.) razor-edge sports saloon by H. J. Mulliner, 7,000 miles; £4,475.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434.

**JACK BARCLAY, LIMITED.**

**LARGEST** Official Retailers of Rolls-Royce and Bentley. Stock range of parts and accessories.  
**12-13**, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [10067]

**H. OFFMANNS GARAGE, Ltd.**  
**HUDDESFIELD** Rd.  
**HALIFAX.**  
**GREAT** Britain's leading specialists in Rolls-Royce and Bentley cars.  
**PROUD** members of the Swain Group.  
**A NATIONAL** motoring organisation.

**1938** Bentley 4½-litre saloon by Park Ward. Ref. H.4447.  
**1936** Bentley 4½-litre semi razor-edge saloon by Thrupp and Maberly. Ref. 4367.  
**1935** Bentley 3½-litre sports saloon by A. Mulliner. Ref. H.3035.  
**1934** Bentley 3½-litre 4-door saloon by Hooper. Ref. H.4193.  
**ALL** cars carry our unique six months' guarantee.—Please write or 'phone for details to:—  
**H. OFFMANNS GARAGE, Ltd.**  
**HUDDESFIELD** Rd.,  
**HALIFAX.**  
**TEL.** Halifax 5944. [4281]

**FOX**  
**OFFICIALLY** appointed retailers of Rolls-Royce and Bentley cars; Mark VI Standard steel saloon, black, brown leather, 27,000 miles, first reg. November, 1947, chassis modified 1950; £3,350.—H. A. Fox & Co., Ltd., 1-5, Burlington Gardens, London, W.1. Tel. Reg. 7267. [4108]  
**RIPPON.**  
**RIPPON.**  
**RIPPON BROS., Ltd.**  
**NORTHERN** Bentley specialists.

**1949** Mark VI Standard saloon, maroon with beige leather.  
**1948** Mark VI Standard saloon, grey with maroon leather.  
**1935** 3½-litre 4-door sports saloon by Park Ward.  
**1934** 3½-litre 4-door sports saloon by Park Ward, black with green leather.  
**FOR** further particulars contact the largest Bentley distributors.  
**RIPPON BROS., Ltd.**, Huddersfield 6340 (5 lines). [10905]  
**JACK OLDING**, of Mayfair.

**OFFICIAL** Rolls-Royce and Bentley retailers.  
**DETAILS** of new and used Bentley cars for reasonable delivery on application.  
**UDLEY** House.

**NORTH** Audley St., W.1. Mayfair 5242. [4373]  
**DICKS** CAR SALES offer:—  
**1937** Bentley 4½-litre drop head coupe, maintained regardless of cost, really fine order; £1,495.  
**DICKS** CAR SALES, Ltd., 399-401, High Rd., Kilburn, N.W.5. Maids. Va. 6838-9. [4430]  
**CLAND & TABOR, Ltd.**, offer:—

**1936** Bentley sedan coupe by Windover, overhauled at cost of £500, in new condition; £1,375.  
**APPLY**—North Road Garage, Welwyn 431. [3505]  
**HAROLD RADFORD & Co., Ltd.**  
**INVITE** you to call and inspect their unique selection of Bentley cars.

**1949** (April) Bentley Mark VI, chassis 8376DA, saloon body with folding rear seats, finished in natural polished mahogany and grey cellulose, with blue leather upholstery, mileage 9,000 only.  
**HAROLD RADFORD & Co., Ltd.**, Melton Court, South Kensington S.W.7. Tel. Kensington 6642 (5 lines).  
**CUY SALMON AUTOMOBILES, Ltd.**, offer:—

**1948** (November) Bentley Mark VI saloon, genuine 13,000 miles one owner; £3,500.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [12932]  
**LARGE** stock of 3½-4½ Bentley cars for disposal.

**H. R. OWEN, Ltd.**, 17 Berkeley St., W.1. Mayfair 9967 (10 lines). [10096]  
**1935** delivery 3½-litre Bentley Park Ward sports saloon, blue with blue leather.  
**PADDON BROS., Ltd.**, 60, Cheval Place, South Kensington, London S.W.7. (Ken. 9477-8). [16303]  
**CHARLES FOLLETT, Ltd.**—Accredited Bentley and Rolls-Royce retailers and repairers, offer:—

**1948** Bentley Mk. VI all-steel saloon, black, brown leather, 23,000 miles, superb condition; £3,500.  
**18**, Berkeley St., W.1. May. 6266.

**SERVICE**, Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [4299]  
**1936** Bentley 4½-litre saloon body William Arnold, finished 2 shades of brown, sound condition, mileage 68,000; £1,250.  
**CHARLES ATTWOOD & SON, Ltd.**, Stafford St., Wolverhampton, Tel. 20794. [2451]  
**1934** Bentley 3½-litre Park Ward saloon, black, Dove, Ltd., 111-115, Addiscombe Rd., Croydon, Addiscombe 3566. [11295]

**1937** 4½-litre Bentley sports attractive Gurney Nutting sedan coupe K.T. Series, excellent chassis; £1,575.—J. P. Crawley, Western 6015. [3895]  
**1936** Bentley Vanden Plas sports saloon with golf grill, black, recently overhauled, springs reset, excellent condition, radio; £1,400.—Hayes 4008.

**1937** 4½-litre Bentley fitted with Hooper drop head 2-seater coupe, colour grey; £1,385.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [12975]  
**1936** 3½-litre Bentley sports saloon by Park Ward, in beautiful condition, black, blue interior, engine completely overhauled and vetted by Bentleys, taxed for year; £1,275.—Gibson, Tretoots, Baldwin's Hill, Loughton, Essex. Phone evenings after 7 o'clock. Loughton 729. [3438]

**1936** Bentley 4½-litre 4-door saloon, in excellent order, beautifully maintained, 2 owners, taxed year; £950.—Frank Dale, 68, Princess Gate Mews, Exhibition Rd., S.W.7. Kensington 6860. [3131]  
**1948** Bentley Mark VI Standard saloon, black with brown, mileage 15,000, modified to 1950 specification, as new; £3,250.—Ashmore's, Ltd., Redoubt Lane, West Bromwich, Tel. 0766. [4571]  
**1936** (November) 4½-litre Bentley 4-door Thrupp & Maberly sedan, radio, very attractive, exceptional condition.—Lionel H. Pugh, 13-15, Brooks Mews, W.1. Mayfair 4433. [4490]  
**M. ROSE & YOUNG, Ltd.**, offer 1936 series Bentley 3½-litre sports saloon, Thrupp & Maberly; £1,075.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station), Tulse Hill 6464. [11033]  
**1934** Bentley 3½-litre (reg.) Bentley 4½-litre Prestone 21650 & Webb r.e. saloon, as new, £10 tax, 1936/7 series; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station), Ambassadors 1061-2. [4444]

**1949** Mark VI Bentley, 14,000 miles, special over-sea model, fitted many extras, including chrome waistline, in res. grey, 4242, Write, leather upholstery (non-pleated); roller shutter in boot, etc., just out of covenant; £4,100.—Dunkley, Oxbrook, 2536. [14096]

**BENTLEY** (either than 3½ & 4½-litre)  
**8-litre** Bentley short chassis, completely rebuilt 1939, unused since.—Box 5635. [2647]  
**PERFORMANCE** CARE (Ham. 5707).—See our main advertisement under Sports Cars column.  
**SPEED** Six sports saloon, H. J. Mulliner, really good condition; £500 or best offer.—Ratcliffe, Mickledore, Rawtenstall, Lancs. Tel. Rossendale 1421 or 805 after 6.

**1928** Bentley 4½ fabric saloon, less the 500 miles since engine and chassis completely overhauled (rebuild where necessary) by well-known expert at cost of nearly £500 (detailed accounts available) body repainted, new interior, 4242, Write, Box H623, c/o Streets, 110, Old Broad St., E.C.2.  
**11-litre** Bentley saloon, complete engine and chassis rebuilt by Short; details of over £200 recently spent will be forwarded; chassis equal to any vintage Bentley; body serviceable but shabby; can be seen and tried near Reading, taxed; £400; unfortunately unsuitable for Channel Islands, where owner now lives.—M. Kenyon, Rosel Hill, Jersey. [13790]

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**OUR** demand is urgent.  
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**BENTLEY**  
**CAR** specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgent enquiries to: Mr. H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9967. Head Office: Hoffmanns Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [3684]

**WANTED**, Bentley 3½- and 4½-litre, all types of coachwork, any condition; immediate cash settlement.  
**J. MARSHALL**, 869 St. Albans Rd., Watford, Tel. Watford 2569. [44987]  
**OWEN & SMITH'S**, the Bentley buyers—Hampstead High St. (Hampstead Tube), Ham. 6041.  
**CENTRAL GARAGE**, Croydon, wish to purchase any type Bentley cars.—Central Garage, Croydon, Tel. Cro. 7464. [3518]  
**WANTED**, personal use, 1935-9 4½ Bentley fourseater drop head, must be good condition, reasonably priced.—Box 5853.

**R. C. WIMBUSH, Ltd.**, are desirous of purchasing Bentley cars in first class condition, particularly post-war Mark VI saloon.  
**1934** Bentley 3½-litre, 4-door, London, S.W.5. Fremantle 8401-2. [4319]  
**WE** are open to purchase any type pre-war Bentley car complete or otherwise.—Compton, 69, Westway St., Crystal Palace, S.E.19. Liv. 3562. [7458]  
**RIPPON BROS., Ltd.**, the Northern Bentley specialists, specialise in retailing and repairs, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [10907]  
**JACK OLDING, Ltd.**, 8-10, North Audley St., W.1. Official Bentley and Rolls-Royce retailers are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [10813]  
**CHARLES FOLLETT, Ltd.**—Officially appointed repairers and buyers of good late cars.  
**Bentley St., W.1. May. 6266** Service, works & stores, -12, Wellesley Ave., W.6. Riv. 1413. [18363]

**Bentley Spares and Service**  
**LARGEST** official retailers and repairers of Bentley cars servicing or complete overhaul, mechanical or coachwork. Large stocks of spares for all types.  
**WORKS**—Lombard Rd., Morden Rd. Merton, S.W.19 Liberty 7222 (8 lines). [10624]  
**M. M. COOPER, Ltd.**, Catherine St., St. Albans 4343.  
**SPARES** and service.—The only officially appointed Bentley specialist retailers and repairers in the county of Hertfordshire, 12, Central Garage. [1939]  
**CHARLES FOLLETT, Ltd.**—Officially appointed retailers and repairers.  
**SHOWROOMS**—18, Berkeley St., W.1. May. 6266.

**SPARE** parts.  
**SERVICE**—12, Wellesley Ave., W.6. Riv. 1413.  
**CENTRAL GARAGE**, Croydon, specialists for all Bentley and Rolls-Royce models, servicing, complete overhaul, mechanical or coachwork.—Central Garage, Cro. 7464. [1939]  
**R.M.W. Cars Wanted**  
**CASH** immediately for good R.M.W.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4462]

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**LARGEST** official retailers and repairers of Bentley cars servicing or complete overhaul, mechanical or coachwork. Large stocks of spares for all types.  
**WORKS**—Lombard Rd., Morden Rd. Merton, S.W.19 Liberty 7222 (8 lines). [10624]  
**M. M. COOPER, Ltd.**, Catherine St., St. Albans 4343.  
**SPARES** and service.—The only officially appointed Bentley specialist retailers and repairers in the county of Hertfordshire, 12, Central Garage. [1939]  
**CHARLES FOLLETT, Ltd.**—Officially appointed retailers and repairers.  
**SHOWROOMS**—18, Berkeley St., W.1. May. 6266.  
**SPARE** parts.  
**SERVICE**—12, Wellesley Ave., W.6. Riv. 1413.  
**CENTRAL GARAGE**, Croydon, specialists for all Bentley and Rolls-Royce models, servicing, complete overhaul, mechanical or coachwork.—Central Garage, Cro. 7464. [1939]  
**R.M.W. Cars Wanted**  
**CASH** immediately for good R.M.W.—H. P. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [4462]

**UM Ltd.**  
UNIVERSITY MOTORS, Ltd., Joint Distributors,  
London, Home and Eastern Counties; also Berks.  
Beds and Bucks.  
UNIVERSITY MOTORS, Ltd., Stratton House, 80,  
Piccadilly, W.1. Gro. 4141. (0168)  
F.N., Ltd.

**1949** (August) Bristol 400 saloon, metallic green,  
opening rear window; also another 1949  
400 Bristol, polychromatic red.  
**1948** 400 saloon; wine red, modified luggage boot;  
also another 1948 400 fitted 85B engine and  
Solex carburetors, metallic green.

LE Bristol cars offered by us are subject to expert  
A examination and rectification before resale.  
FALCON Works, London Rd., Isleworth. Hounslow  
0911.

**F.N. Ltd., offer:—**  
**1949** (July) Bristol 400, maroon-metallic chrome,  
one owner, mileage 6,000.  
**1948** (June) Bristol 400, metallic green, engine  
fitted Solex carburetors and sports cam-  
shaft, and has just been overhauled by manufacturers.  
Particulars on request.

**FALCON Works, London Rd., Isleworth. Hounslow**  
**0911.**

**CLAND & TABOR, Ltd., offer:—**  
**1948** Bristol 400 saloon, 7,000 miles, blue, radio,  
as new; £1,950.  
APPLY—North Road Garage, Welwyn 481.

**KEVILL, DAVIES & MARCH, Ltd.** (3506)  
**OFFICIAL Bristol retailers.**

**41—42, Hay's Mews, Berkeley Sq., W.1. Gro. 2553.**  
**CHARLES CRICKSHANK MOTORS, The Centre,**  
Bristol, Tel. 25280.—Distributors in the West for  
Bristol cars. Details and catalogues on request. (0490)  
SCOTLAND and Northern England; consult the en-  
thusiasts.—James H. Galt, Ltd., The Distributors,  
St. Woodlands, Croydon, C.S., Tel. Douglas 7594.

**BRISTOL** all models including type 401 4-seater on  
view, also Bristol type 400 saloon; used models avail-  
able, the advantages of dealing with leading distributors  
are obvious.

**1949** type 400, mileage 10,000, immaculate, sup-  
plied and maintained by us.  
**ANTHONY COOK MOTORS, Town End, Caterham**  
**Hill, Surrey, Tel. 466** (3886)

**F.N. Ltd., will purchase or accept in exchange**  
A Bristol cars.—Falcon Works, London Rd., Isleworth  
Middlesex. (4380)

**JAMES H. GALT, Ltd., Bristol distributors for Scot-**  
land and Northern England; consult the en-  
thusiasts.—James H. Galt, Ltd., The Distributors,  
St. Woodlands, Croydon, C.S., Tel. Douglas 7594.

**BRITISH SALMON**  
B appearance and condition, very fast, 31  
mpg; offers.—Pergins, 50, Tavistock St., Bedford. Tel.  
5037. (4656)

**British Salmon Spares and Service**  
COMPLETE overhauls, repairs, service and spares for  
British Salmon cars.—Raynes Park, London.  
S.W.20. Tel. Wimbledon 0185. (0245)

**B.S.A.**  
**ROUNDABOUT offer:—**

**1939** B.S.A. Scout open sports, a really superb  
little car, 32,000 miles recorded and believed  
genuine, laid up during two years; £395.  
**ROUNDABOUT GARAGE, Western Ave., Greenford,**  
R. Middx. Wuxlow 1071-5. (4292)

**1935** 12hp saloon, preslector gear, an exceptional  
car, £265.—H. A. Saunders, Ltd., 144, Col-  
ders Green Rd., N.W.11. Speedwell 0011. (4563)

**1938** B.S.A. Scout 2-seater roadster, black, in  
splendid condition, mechanically an en-  
thusiast's car; bargain. £275.—Wembley Court Motors  
High Rd., Wembley. Arnold 5221-2. (4473)

**265** gns.—B.S.A. Scout 1931 model 10hp Series 6  
still buying B.S.A.s and have unlimited cash  
available.—Canterbury Rd., Kilburn, N.W.6. Maids  
Vale 6044 (10 lines). (3135)

**B.S.A. Spares and Service**  
B wholesale and retail.—161, Gt. Portland St., W.1  
Langham 7735. (0144)

**BUCATTI**  
CHIPSTEAD MOTORS, Ltd. See under Sports Cars  
advert. No. 3599. (3590)

**BUCATTI Spares and Service**  
J. LEMON BURNETT, specialist service, 55, Netherwood  
St., N.W.6. Maids Vale 1531. (0071)

**BUICK**  
**COACHCRAFT offer:—**

**£295** or nearest—1935/6 Buick 6-bearer hearse,  
modern streamlined 4-door body, in mag-  
nificent condition throughout, converts to 9-seater  
limousine with division, 7.50x16 low-pressure tyres,  
twin spars, most impressive dual purpose vehicle at  
sensible price; A.A. or R.A.C. inspection invited; terms  
and exchanges.

**COACHCRAFT, Elm Rd., Evesham. Tel. 6539.** (4468)

**SIMPSON'S MOTORS offer:—**  
**1939** Buick, as new, definitely immaculate motor  
car, mechanically perfect.  
**1938** Buick American type Carlton drop head  
fourseater, fitted radio, heater, spotlight,  
immaculate condition throughout. £525.  
**1937** Buick special fourseater drop head coupe,  
immaculate. £425.

**SIMPSON'S MOTORS (WEMBLEY), Ltd. (American**  
Car Specialists) Wembley 3903. (4293)

**1939** Buick 8 drop head fourseater coupe, steering  
column gear shift, immaculate condition.  
Autoworx (Winchester), Ltd. Tel. Winchester 4234.  
3406. (4365)

**JOE THOMPSON (MOTORS), Ltd., offers:—**

**1948** Buick 51 super saloon, r.h.d., low mileage.  
LATEST model Buick saloon (portholes), 3,000 miles.

**JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd.,**  
South Kensington (next to Michelins), Ken 4858.  
Buick 51 super saloon, r.h.d., choice of two, radio,  
leather, superb order.

**GUY ALPHEUS & CO., Ltd., 6-7, Warren St., W.1.**  
Euston 3268. (3459)

**LIPOUSINES, roomy 8-seaters, not ex-hire, choice of**  
two from £395; exchanges, hire purchase.—Lawton-  
Goodman, 135, Crickwell Road, N.W.2. Glad-  
stone 2228. (1823)

**BUICK Super 51 saloon, 1947 series, first registered**  
March, 1950, mileage 2,500; car unmarked and  
new; £3,000.—John Patterson, Ltd., Upper Newtown-  
ards Rd., Belfast 56208. (5776)

**£495**—A really immaculate looking Buick fourseater  
drophead coupe, 1937 (May), with English  
coachwork manufactured by the Carlton Carriage Co.,  
strikingly finished in metallic red (latest American  
shade), with flawless chrome flashings and upholstered  
in spotless red leather to match, with brand new mohair  
hood; over £100 has been spent on general maintenance  
during the past 12 months, which is typical of the treat-  
ment afforded to this particular drophead; mechanical  
condition is just as exclusive as the appearance, leaving  
little or nothing to be desired; this car does give a  
magnificent ride and amongst the many extras included  
is one of the latest type push-button radio sets built  
into the instrument panel, Delaney Galley heater and two  
separately controlled Bosch spotlights. This immaculate  
drophead is offered with a fully comprehensive written  
guarantee by Camden Motors, Lake St., Leighton Bus-  
sard, Beds. Tel. 2041-2-3; easy and confidential hire  
purchase facilities; part exchanges. (4663)

**BUICK Cars Wanted**  
CASH immediately for good Buick.—H. F. Edwards,  
28 Upper High St., Epsom 3400. (4465)

**SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to**  
purchase all models Buick Wembley 3903. (7994)  
SOLE concessionaires, Lendrum & Hartman, Ltd., will  
purchase used Buick models.—Showrooms, Buick  
House, Albemarle St., London, W.1. Regent 7121. (0304)

**BUICK Spares and Service**  
BUICK sole concessionaires, Lendrum & Hartman,  
Ltd., Buick Works, Old Oak Lane, Willesden Junc-  
tion, N.W.10. Tel. Elgar 7911. (0141)

**CADILLAC**  
1948 Cadillac, 5,000 miles, available only with  
diplomatic privileges.

**EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1.**  
(Mayfair) 5951, and 12, Chelsea Manor St., S.W.3  
(Flammar) 8181. (1914)

**1947** Cadillac type 61 2-door sports saloon, low  
mileage, magnificent condition; £2,150.  
J. P. C. 3008

**SUPERIOR Cadillac V8 saloon, in excellent running**  
order, has had careful handling and been well  
maintained, well shod; inspection and trial invited.  
Box 5719. (3401)

**1937** Cadillac limousine, black, 7-seater, right-  
hand drive, wireless, glass drop partition,  
2 spare wheels, tax paid to end of year, excellent con-  
dition, chauffeur driven and maintained; £450.—Tel.  
Camberley 1813. (4054)

**Cadillac Cars Wanted**  
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to  
purchase all models Cadillac Wembley 3903. (7996)  
SOLE concessionaires, Lendrum & Hartman, Ltd., will  
purchase used Cadillac models.—Showrooms, Buick  
House, Albemarle St., London, W.1. Regent 7121. (0304)

**Cadillac Spares and Service**  
CADILLAC sole concessionaires, Lendrum & Hartman,  
Ltd., Buick Works, Old Oak Lane, Willesden Junc-  
tion, N.W.10. Tel. Elgar 7911. (0012)

**CHEVROLET**  
**1939** Chevrolet Master 6 fixed head coupe, with  
occasional spares, coachwork unmarked; £525.  
Peter Bank, 10, St. James's, 104, High Rd., Chis-  
wick. Tel. 2725/5870. (4403)

**Chevrolet Cars Wanted**  
SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to  
purchase all models Chevrolet Wembley 3903. (7997)  
DISTRIBUTORS for London and Home Counties re-  
quire good Chevrolet cars.—British & Colonial  
Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem.  
3598. (4385)

**Chevrolet Spares and Service**  
CHEVROLET spares and repairs—for private vehicles  
only—distributors for London and Home Counties.  
—British & Colonial Motors, Ltd., Upper St. Martin's  
Lane, W.C.2. Tem. 3598. (4400)

**CHRYSLER**  
**CLAND & TABOR, Ltd., offer:—**

**1948** reg. Chrysler saloon, l.h. steering, immacu-  
late; £775.  
APPLY North Road Garage, Welwyn 481. (0011)

**JOE THOMPSON (MOTORS), Ltd., offers:—**  
LATE model Chrysler special saloon, fluid drive, an  
outstanding car.

**JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd.,**  
South Kensington (next to Michelins), Ken 4858.  
Chrysler 51 special saloon, r.h.d., choice of two, radio,  
leather, superb order.

**£235** 1937, privately owned since new, very good  
mechanical order, leather interior, special opportunity at  
this price.—Camden Motors, Lake St., Leighton Bus-  
sard, Beds. Tel. 2041-2-3. Easy and confidential hire  
purchase facilities; part exchanges; see our full page  
advert. in this issue. (4674)

**Chrysler Cars Wanted**  
ROWLAND SMITH'S, the Chrysler buyers.—Ham-  
stead High St. (Hamstead Tube), Ham. 6041.

**SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to**  
purchase all models Chrysler Wembley 3903. (7998)  
LOW mileage Chryslers, 1939 onwards.—Brown &  
L White (Leeds), Ltd., Roundhay Rd., Leeds, 7. Tel.  
43405. (0565)

**Chrysler Spares and Service**  
CHRYSLER spare parts and engines for all models  
from stock.—Carmo, St. John's Wood Roundabout,  
N.W.8. Pri. 01-01. (4606)

**1934** Chrysler Plymouth, numerous spares and  
accessories.—D. H. Morgan, Wrexham, Farn-  
ham (Tel. 68145), Surrey. (4606)

**CHRYSLER Specialist repairs, spares, exchange**  
engine service.—L. A. Mitchell (Motors), Ltd., 1,  
Balham High Rd., London, S.W.12. Tel. Balham 254.  
CHRYSLER appointed distributors, spares, all models  
C including reconditioned engine units.—Auto Sales  
(London), Ltd., 59-65, Belsize Rd., Swiss Cottage, N.W.6.  
Maids Vale 5555. (1958)

**CITROEN**  
**1938** Citroen light fifteen, gear box overhauled,  
excellent condition; £395.—Reigate 5218.

**H.W. MOTORS Ltd., the Citroen specialists, offer:—**

**1946** light 15 de luxe saloon, recellulosed metallic  
green, beige upholstery, decarboxised, brakes  
relined, reconditioned drive shafts, new front 2755.  
H.W. MOTORS, Ltd., Walton-on-Thames 785 and  
1437. (3344)

**1940** 20hp 6-cyl Citroen saloon colour alloy with  
red leather, recent overhaul, nearly new  
tyres, special large head lights, twin spot lamps, twin  
horn, Prim oil filter, etc.; £375.—Working Motors (May-  
bury Hill), Ltd., Woking 1928. (3605)

**1946** Citroen saloon, dark green with red waist  
line, red hide, upholstery and carpets un-  
derneath, sunshade roof, interior heater, thermo-  
meter, special coil, oil filter, de-mister; paintwork, plat-  
ing, six tyres excellent; £666.—Cooper, Greavesham,  
Leith Park Rd., Gravesend 1964. (3080)

**Citroen Cars Wanted**  
C. G. NORMAN & Co.,  
CITROEN Sole distributors for the County of London.

**BUYERS** of low-mileage Citroen cars.—45-52, Vaux-  
hall Bridge Rd., London, S.W.1. Victoria 7611-3.  
REQUIRE post-war Citroen urgently.—30, Ryecroft  
Tub, S.W.16. Tube Hill 1288. (3605)

**ROWLAND SMITH'S** the Citroen buyers.—Ham-  
stead High St. (Hamstead Tube), Ham. 6041.

**H.W. MOTORS, Ltd., always require first-class**  
Citroens.—Tel. Woking 1928. (3605)

**JOHN S. TRUSCOTT, Ltd., urgently require first class**  
Citroens.—173, Westbourne Grove, W.11. Bay  
4274. (4355)

**ACE SERVICE STATION (LONDON), Ltd., purchase**  
for cash all Citroen cars.—North Circular Rd.,  
Stonebridge Park, N.W.10. Elgar 5585 (5 lines). (6774)

**Citroen Spares and Service**  
C. G. NORMAN & Co.,  
CITROEN sole distributors for the County of London.

**Citroen spares and service.** 50 Vauxhall  
Bridge Rd., S.W.1. Victoria 7611-3. (0758)

**SALES** of Croydon.—Distributors and specialists for  
over 25 years. Tel. Croydon 3131-2. (0187)

**BRING** your used cars to the Citroen specialists; we  
will recondition as new.

**THE HEADINGLEY MOTOR & ENG. CO., Ltd., 8,**  
Quey Rd., Leeds. Tel. 52627-8. Grams, Trubie,  
17243

**WIDOMBE GARAGES, Ltd., Putney Rd., Bath**  
4863. Citroen spares, reconditioned drive trains  
43-48. (7923)

**CITROEN specialists, breakdown service, exchange**  
gear box fitted 24 hours.—Lorraine Garage, 28/30,  
Elymston Mews, S. Kensington. S.W.7. Western 6871.

**CITROEN.—We are distributors for N.W. Kent and**  
specialise in reconditioning these cars; front drive  
axles fitted from stock.—Barneshurst Garage, 17,  
Bexleyheath 725. (0746)

**BOWES ROAD GARAGE & ENGINEERING CO., Ltd.,**  
Bowes Rd., N.11 (Box 2284), specialists on Citroen  
body repairs and mechanical overhauls; serial joints  
reconditioned 48-hr; all spares stocked. (9247)

**CORD**  
CORD d.h. cabriolet, latest 812 series, unblown, regis-  
tered 1945, 16mpg, mileage 32,000, new tyres; £350;  
seen Bexhill.—Box 5887. (4685)

**CROSSLEY**  
**£255**—Crossley sports saloon, 12hp, most modern,  
looking vehicle and excellent performance,  
comparable with £600 motor car, traffic clutch, oil coil,  
wheel discs and other extras make this a highly praised  
motor car for the enthusiast; see our Lambro three point  
charter; ask for details, hire purchase, exchange, written  
guarantee.—Lambro of Wood Green, Caxton Rd., N.22.  
Bowes Park 4144, 4297. (4436)

**BROOKLANDS. DAIMLER**  
**1948** Daimler 2½-litre saloon, one private owner,  
chauffeur driven, immaculate condition.  
103, New Bond St., W.1. Tel. Mayfair 8351-6.

**CHARLES FOLLETT, Ltd., offer:—** (4529)

**1950** Daimler drop head coupe by Barker, black,  
radio, heater, 1 owner, 2,400 miles only, as  
new in every respect; £1,850. B.M.T.A. permission to  
sell.  
18, Berkeley St., W.1. May 6266.

**SERVICE, Works and Stores, 12, Wellesley Ave., W.6.**  
Riv. 1413. (4300)

**GUY SALMON AUTOMOBILES, Ltd., offer:—**

**1948** Daimler 2½ drop head coupe, 15,000 miles,  
immaculate condition; £1,495.—Portsmouth  
Rd., Thames Ditton, Esherbrook 5551-2-3. (3477)

**USSELL MOTORS (KNIGHTSBRIDGE), Ltd.**

**1937** Daimler E.L. series 24hp 4-door drop head  
coupe by Tickford, 36,000 miles, only; any  
trial or examination.—47, Sloane St., S.W.1. Tel. Sloane  
9288. (4282)

**ACE SERVICE STATION (LONDON), Ltd., the**  
Citroen distributors offer:—

**1946** (January) Daimler 2½-litre special sports-  
man fixed head coupe, most attractive motor  
car in immaculate condition, overhauled, 21,150 miles.  
**NORTH CIRCULAR Rd., Stonebridge Park, N.W.10.**  
Elgar 5585 (5 lines). (3475)

**1934** Daimler coupe; £200 or near offer.  
S.W.15. Putney 6396. (3474)

**1938** 25hp Daimler Straight 8 saloon, 20,000 miles,  
only; £550.—Herbert & Mills Church Rd.,  
Ashford Middx. Tel. 2960. (7417)

**DAIMLER 1939 E.20 body Mulliner streamlined saloon,**  
first class condition, low mileage, fitted with radio  
and vision board.—Box 5885.

**CASS'S MOTOR MART.—1938 Daimler 2½-litre**  
sports saloon, superb order, written guarantee.—  
5, Warren St., W.1. Euston 4118. (3475)

**1938** 6 wheels, Acc discs, guaranteed; £565.—  
J. B. Tansbourne, 30, Wilton Row, S.W.1. Sloane 4665.

**SPINK & BOURNEMOUTH, Ltd., engaged exclusively**  
in the distribution of Daimler and Lanchester cars  
consult us when buying or selling; all spares and every  
service.  
DAIMLER House, Bournemouth. Tel. 5405. (10544)

**STRATSTONE**, the Daimler specialists, offer a com-  
prehensive range of good second-hand Daimlers,  
both saloons and limousines.—Stratstone, 40, Berkeley  
St., London, W.1. (Mayfair 4404). (3485)

**For sale**, 24hp Daimler, 1937, in splendid condition,  
must be it thoroughly overhauled and new battery  
installed, mileage 25,000, chauffeur-driven.—Day, Devon  
House, 136, Three Elms Rd., Hereford. (2420)



**1949** modification 36hp Daimler, 8,000 miles. Hooper razor-edged saloon, electric division, black, blue leather, radio and every luxury, magnificent motor car.—Sneyd Marcus, Ltd., 33, Sloane St., S.W.1. Sloane 3557.

**AUG.** 1949 Daimler 2½-litre Barker drop head coupe, in absolutely perfect condition, unscratched, owner awaiting new car; will sell at first offer over £1,400; can be seen and tested at any time.—29, Hertford St., London, W.1. Grosvenor 4657.

**1939** Daimler 2½-litre black 4-door saloon, recently overhauled, carefully maintained and in excellent condition; one owner since new; radio; £685 or very near offer.—Fletcher, High Meadow, Ridgebourne Rd., Shrewsbury.

**1937** finished blue and gunmetal, 2 owners only, total mileage 37,000 since new, manufacturers' report available, in showroom condition and unusually handsome design; £850.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1165.

**£695**—Daimler Straight 8 1935 black limousine, forward occasional, new tyres, really exceptional condition. Timmus (formerly with the Daimler Co., Ltd.), Daimler and Lanchester repairs specialist, 61, Clapham Rd., London, S.W.9. Tel. 1647.

**FOR** sale, Daimler 1935 saloon car complete with heater and demister, first registered September, 1946, good condition, reason for selling, owner taken delivery of new model in March, mileage 42,000, price £1,500.—Geo. J. Eden and Son, Motor Engineers, Moberley, Cheshire.

**NAYLOR & ROOT, Ltd.**—1939 Daimler 2½-litre saloon, dark grey, red leather, 30,000 miles, really exceptional condition in every detail; £795; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available. 25, Evers Hill, Clapham Junction, S.W.18. Bat. 5872. Open 9-6 each week-day including Saturday.

**£225**—Eight-seater Daimler 35hp enclosed limousine, Barker's coachwork, in almost incredible condition, cellulose paint, chrome work, no rust or corrosion, chrome work practically unmarked, clean interior, equipped with face forward seats, division, smoker's compartments, separately controlled reading lamps and every refinement, typical Daimler performance, excellent tyres, spare practically brand new, unrepeatable opportunity at the price; 40 other limousines in stock.—Robert Buzzard, Beds. Tel. 2041-2-5. Easy and confidential hire purchase facilities; part exchanges; see our full page advert. in this issue.

#### Daimler Cars Wanted

**C** THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. [0959]

**ASH** immediately for good Daimler. H. F. Edwards, 22, Upper High St., Epsom S400. [4466]

**BRITISH & COLONIAL MOTORS, Ltd.** require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 3558.

#### Daimler Spares and Service

**ARCOT MOTORS, Ltd.**—Pres-selector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0236]

**CROYDON**—Donald Vines & Co., Ltd., Daimler and Lanchester specialists for sales and service.—Edinburgh Rd., Croydon 5775. [0688]

**GENUINE** Daimler and Lanchester spare parts available from the Daimler distributors.—Stratstone, Ltd., 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464).

**SPECIALISED** Daimler gear box service; all types of quick delivery, guaranteed work, spare parts supplied.—H. & A. Engineering, 35, Grant Rd., Croydon, Surrey. Addiscombe 2951. [0145]

**DAIMLER** and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, baskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 4874.

#### DARRACO

**CHIPSTEAD MOTORS, Ltd.** See under Sports Cars. advert. No. 5589.

#### DELAGE

**DELAGE** 1936 4-door sun saloon, 8-cyl., 27.8hp, heater/harrier, charger, 20, Greenhatch, Waltham N.2. Speedwell 2467.

#### Delage Spares and Service

**SELBORNE (MAYFAIR), Ltd.** (Incorporating Selborne Motors, Ltd., established 1926).  
**R**APID repairs and parts for Delage.

**SOLE** concessionaires for Great Britain, etc.  
**H**AD office, 82, Park St., W.1.

**WE** buy, sell and repair Delages.—Marlborough Garage, Abbey Rd., St. John's Wood N.W.8. Mai. 0267.

**1949** Delahaye fourseater d.h. coupe, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3558. [4396]

#### Delahaye Spares and Service

**SELBORNE (MAYFAIR), Ltd.** (Incorporating Selborne Motors, Ltd., established 1926).  
**SOLE** concessionaires for the famous Delahaye cars.

**U.S.A.** and other overseas enquiries invited.  
**H**AD Office: Regional House, 82, Park St., W.1.

**B. & M. GARAGES, Ltd.**, for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts at £30.10; sleeved cylinder blocks, £10.10; both items on exchange basis plus packing, etc.; repairs and overhauls.—Burton & Mitchell (Motors), Ltd., 12, St. Michael's St., W.2. Paddington 6977. [0016]

#### D.K.W. Spares and Service

**NEW** big-ends and mains fitted to D.K.W. crankshafts.  
**C. F. SMITH & Co.**, 83-85, St. John's Hill, Clapham Junction, Bat. 0671. [0066]

#### Dodge Spares and Service

**DODGE** repair spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Haddenham, Essex. Tel. 56474/57127. [0192]

**DODGE** specialists, spares, exchange engines service.—A. Mitchell (Motors), Ltd., 12, St. Michael's St., London, S.W.2. (Tel. Balham 2234. [0063])

#### FIAT

**1939** model Fiat 500, engine entirely overhauled; 22,200 miles. Tel. Birmingham, Shelton 3963.

**1937** Fiat 500, silver and red upholstery, recent engine overhaul; £240.—J. F. Dove, Ltd., Mid-Surrey Used Car Centre, Guildford Rd. Woking 1282. [4256]

**FIAT** 1939 500 coupe, a car that must be seen to be appreciated.—Bartlett, 27a, Pembroke Villa, W.11.

**MAYFAIR GARAGES, Ltd.**—1936 10hp Ballila sports 2-seater, red, red leather, all new tyres, knock-on wheels, outstanding road performance, exceptionally smart car in well preserved condition. 3 months' guarantee. £325.—Below.

**MAYFAIR GARAGES, Ltd.** have a comprehensive selection of over 500 Topolinos in various colour schemes; also full 4-seater saloons and an exceptionally smart 4-cvt light van with new coachwork designed and manufactured by ourselves.—Below.

**M**AYFAIR GARAGES, Ltd., aim to offer a selection at prices carefully graded to condition and year, all with 3 months' guarantee.—Below.

**MAYFAIR GARAGES, Ltd.**—Price list and illustrated specification on request.—Below.

**MAYFAIR GARAGES, Ltd.**—Flat sales and service.—Balderton St. (opp. Selfridges' clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Sat. 9-1.

**295** gns.—Fiat 500, July 1939, convertible 4-seater saloon, black, red leather, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [4497]

#### Fiat Cars Wanted

**R**OWLAND SMITH'S, the Fiat buyers.—Hampstead Rd. High St. (Hampstead Tube), Ham. 6041. [0933]

**CASH** immediately for good Fiat.—H. F. Edwards, 154, St. Nicholas St., W.1. Langham 0012. [4466]

**1100** saloon, as new, offered for any 1100 drop head.—Nunn, 26, Farnside Rd., Winton, Bourne 0012. [4612]

**MAYFAIR GARAGES, Ltd.** Balderton St. (opposite Selfridges), W.1. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call.

#### Fiat Spares and Service

**FIAT** 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1649.

**FIAT (ENGLAND), Ltd.** Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Farnley 5551. Grams: Fiat, Wembley.

**B.D.J. (ENGLAND), Ltd.** offer exchange engines, fitted same day, new engines reconditioned 7-10 days, new and used engine chassis and body parts. 65, Lowlands Rd., Harrow, Bvr. 1818. [0325]

**FIAT** 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange; spare wheel covers, luggage carriers, supercharger sets, Metric spanners; complete servicing models.—Derrington, 159, London Rd., Kingston 5621-2.

#### FORD (8 h.p.)

**HAROLD PERRY, Ltd.** Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1949** Ford Anglia saloon, mileage 13,000, beige and red rexine upholstery; £575.

**HAROLD PERRY, Ltd.** Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**NEWNHAMS, Ltd.** [2637]

**1949** Ford Anglia saloon, black, exceptional condition. [1273]

**NEWNHAMS, Ltd.** 235-7-9, Hammersmith Rd., London, W.6 Riverside 4646.

**PRIDE & CLARKE, Ltd.** [0723]

**1948** Ford Anglia, black/red, as new; £485.

**1947** Ford Anglia, unmarked, choice of two from £425.

**1946** Ford Anglia, choice of three from £395; terms 18-24 months; exchanges; lists.—Stockwell Rd., S.W.9. Bri. 6251. [4650]

**DEKRY'S OF HARROW.** [4651]

**H**AVE an excellent selection of post-war 8hp saloons available.  
**PHONE** Harrow 1081 for details.

**W. HAROLD PERRY, Ltd.** Station Bridge, Wealdstone, Harrow, Middlesex. [0399]

**C. P. (BALHAM), Ltd.** offer:—

**245** gns.—1938 Ford 8 saloon, paintwork dull, good mechanical order, any trial, genuine bargain, choice of three.—3c. Balham Hill, S.W.12. (100 yards Clapham South). Battersea 3117. [18978]

**H. A. SAUNDERS, Ltd.** offer:—

**1949** Ford 8 saloon, black with red upholstery, 9,000 miles; £575.

**H. A. SAUNDERS, Ltd.** Austin House, High Rd., North Finchley (100 yds. north of Tally Ho Corner), Hillside 0024. [4023]

**C**OLLINDALE SERVICE Station offers:—

**1946** Ford Anglia, reconditioned throughout, 3 months' guarantee. £465. Collindale Service Station, 155, 157 and 159, Edware Rd., N.W.9. Tel. Collindale 6122. [4200]

**D**AGENHAM MOTORS, Ltd., Ford main dealers.

**1949** Ford Anglia, black; 9,000 miles.

**1948** Ford Anglia, black; 9,000 miles.

**56** Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alorton, Middx. (Perivale 3368); and 8 & 12, Sander Rd., Catford, S.E.6. Hither Green 4821. [3433]

**1949** Anglia, carefully run in and maintained, mileage 6,300; £550.—Denman, Orpington 6748.

**1946** Hunter, 376, Kensington High St., W.14. Western 2312. [4306]

**F**ORD 9 2-dr sal. 1937, mechanically sound, excellent condition, taxed and insured; £350; no dealers.—Tel. Wes. 4509. [44680]

**1938** Ford 8 saloon, black in very good running order throughout also 1938 2-dr sal. 8 being reconditioned throughout. £325.

**FERRARIS OF CRICKLEWOOD, Ltd.** 200-220, Cricklewood Broadway, W.10. [73140]

**ARTHUR E. GOULD, Ltd.** 290-292, Regent St., W.1. Langham 1594-5.—1946 Ford Anglia saloons, very early models, also earlier models. [3587]

**£440**—1946 Ford Anglia, black, new engine, excellent condition throughout.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 1552. [3586]

**1949** Ford Anglia, black, green upholstery, 7,000 miles, spare unused; £575.—Hendon Central Garage, Ltd., 14-16, Watford Way, Hendon Central, R.W.4. Tel. Hendon 8084-5-6. [4210]

**1949** (Jan.) Ford Anglia saloon in green with brown leather, 6,000 miles, as new; £565.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

**1937** Ford 8 Popular saloon, clean green and black cellulose with leather interior, good economical performance; £198 cash or £265 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladsstone 8625-6. [2968]

**£275**—Ford 8 1939 2-door saloon, low mileage, excellent interior, original throughout; many others.—Bennetts, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). [4076]

**1949** Ford Anglia saloon, beige, brown interior, absolutely immaculate and unmarked one owner, low mileage; thoroughly recommended and offered with written guarantee at attractive price; terms, exchanges.—H. F. Edwards, 154, St. Nicholas St., W.1. Langham 0012. [4454]

**NAYLOR & ROOT, Ltd.**—1946 Ford 8 Anglia saloon, black, green interior, one very careful owner, good value; £435; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Bat. 5272. Open 9-6 each week-day including Saturday. [4361]

**POST-WAR** Ford Eight Cars Wanted.—Morley, 54, Stroudham Hill, S.W.2. Tulse Hill 4488. [0943]

**R**OWLAND SMITH'S, the Ford 8 buyers.—Hampstead Rd. High St. (Hampstead Tube), Hampstead 6041.

**C**ASH buyers of Ford 8s; distance on object.—Huttons, Lord St., Southampton. Tel. 2268.

**W**ANTED, 1938/9/40 Ford 8hp, very urgent; cash value; £435; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Bat. 5272. Open 9-6 each week-day including Saturday. [4361]

**D**AGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.1. Regent 4866.

**1937**—1948 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [8134]

**R** still buying Ford 8s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maiden Vale 6044 (10 lines). [5131]

**FORD (10 h.p.)**

**HAROLD PERRY, Ltd.** Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1949** Ford Prefect saloon, beige, leather upholstery; £715.

**1949** Ford Prefect saloon, 8,000 miles genuine, colour beige, brown leather upholstery, twin horns, wing rear lights; £695.

**1948** Ford Prefect saloon, mileage 9,000, black, red leather upholstery; £650.

**1948** Ford Prefect saloon, black, cloth upholstery, mileage 10,000; £645.

**1948** Ford Prefect saloon, black, cloth upholstery; £635.

**1947** Ford Prefect saloon, black, green leather, Notek lamp; £565.

**W. HAROLD PERRY, Ltd.** Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**NEWNHAMS, Ltd.** [2637]

**1948** Ford Prefect saloon, black with brown leather, carefully used.

**NEWNHAMS, Ltd.** 235-7-9, Hammersmith Rd., London, W.6 Riverside 4646. [1581]

**PRIDE & CLARKE, Ltd.** [0723]

**1948** Ford Prefect; £595.

**1946** Ford Prefect, choice of two from £475.

**1939** Ford Prefect, choice of five from £555; terms 18-24 months; exchanges; lists.—Stockwell Rd., S.W.9. Bri. 6251. [4650]

**DEKRY'S OF HARROW.** [4651]

**H**AVE an excellent selection of post-war 10hp saloons available.  
**PHONE** Harrow 1081 for details.

**W. HAROLD PERRY, Ltd.** Station Bridge, Wealdstone, Harrow, Middlesex. [0399]

**ELITE MOTORS** offer:—

**1948** Ford Prefect 4-door saloon black with brown leather interior, mileage 14,000 only, the whole car as new; £625.

**ELITE MOTORS**, 551-561, Garratt Lane, Tooting (near Balham), 240 yds. (four lines). [4498]

**H. A. SAUNDERS, Ltd.** offer:—

**1949** Ford Prefect saloon, green with brown leather upholstery, 3,000 miles; £745.

**H. A. SAUNDERS, Ltd.** Austin House, High Rd., North Finchley (100 yds. north of Tally Ho Corner), Hillside 0024. [4024]

**S. G. SMITH MOTORS, Ltd.** offer:—

**F**ord Prefect, 1949, colour black, brown leather, fitted radio, 6,000 miles, unmarked; £725; 50 other used cars.

**S. G. SMITH (MOTORS), Ltd.** 15-19, East Dulwich Rd., New Cross 4444. [1318]

**D**AGENHAM MOTORS, Ltd., Ford main dealers.

**1949** Ford Prefect, green, brown hide, 9,000 miles.

**1949** Ford Prefect, black, cloth, 5,000 miles.

**1948** Ford Prefect, black, cloth, 11,000 miles.

**56** Park Lane, W.1. (Regent 4866). 374, Ealing Rd., Alorton, Middx. (Perivale 3368). And 8 & 12, Sander Rd., Catford, S.E.6. Hither Green 4821. [3433]

**1940** Ford 10 black immaculate condition throughout; £550.

**D**OUGLAS CAR SALES, 24, Dorset Rd., West Green Rd., Tottenham, London, N.15. Stamford Hill 7352.

**1948** Ford Prefect, black, cloth upholstery 15,000 miles, one owner.

**E**USTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Flaxman 8181).

**1947** taxed; £550.—Gravesend 4389.

**ARTHUR E. GOULD, Ltd.** 290-292, Regent St., W.1. Langham 1594-5.—1938 Ford Prefect saloon, low miles, all guaranteed.

**1949** Ford 10 Prefect saloon Newtype, 4,000 miles, quite like new.—Autowork (Winchester). Ltd. Tel. Winchester 8434-8406. [4364]

**1938** Ford 10 saloon, blue, in very good condition throughout, bargain £300.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [13610]



**1947** June Ford Prefect 4-door saloon, black leather, 10,000 miles, indistinguishable from new. £585.-348, King St., Hammersmith, Riv. 2837/8.

**1949** (June) Ford Prefect, beige, red leather, 10,000 miles, 8000 miles, 8000 miles (approx); best offer over £650.-Silverman, Tel. Monarch 4899. After 7 p.m., Cun. 6720. (4677)

**1940** type Ford 10 Prefect, whole car cash, red leather, 10,000 miles, £315 just, or £100 deposit, balance payable over 18 months.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden, Gladsstone 8005-6. (4523)

**1949** Ford Prefect saloon (new type), leather upholstery, 12,000 miles, very excellent condition throughout; also 1948 Ford Prefect saloon, cloth upholstery, reconditioned engine, and 1939 Ford Prefect saloon, 4-door, cloth upholstery, very good condition.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-202, Cricklewood Broadway, N.W.2, Glads. 2334, 1937/8 Ford 10 4-door de luxe saloon, body 2345 work excellent (no rusty interior), leather as new, most carefully maintained as you yourself would like it; this vehicle is one in a thousand; sold with Lamb's three-point charter; ask for details, hire purchase, exchanges, written guarantees.—Lamb's of Wood Green, Caxton Rd., N.22. Bowes Park 4144, 4297. (4437)

**Ford Ten Cars Wanted**  
I REQUIRE post-war Ford 10 urgently.—30, Ryecroft Rd., S.W.16, Tulse Hill 1288. (2776)

**ROWLAND SMITH'S**, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (3835)

**1949** Ford 10 Prefect saloon required.—Turnbull, Ross House, Station Hill, Winchester. (4370)

**CASH** buyers of low mileage Ford 10s; Ford 10s to collect.—Huttons, Lord St., Southampton. Tel. 2268.

**MARTON MOTOR CO., Ltd.**, for your Ford 10, Tel. 3000, Seven Sisters Rd., Tottenham, N.15.

**DAGENHAM MOTORS**, Ltd., main dealers, purchase Ford 10hp cars for cash.—56, Park Lane, London, W.1. Regent 4866. (10156)

**RANDOLPH**, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 (1 line). (5660)

**FORD (V.8)**

**W. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1948** Ford Pilot saloon, black, brown hide, cashless, complete radio and heater, excellent motor car; £350.

**1949** Ford Pilot saloon, colour cream and black; £350.

**W. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**DAGENHAM MOTORS, Ltd.**, Ford main dealers. 1504

**1949** Ford Pilot, green, hide, radio, 6,000 miles.

**1948** Ford Pilot, blue, hide, radio, 11,000 miles.

**1949** Ford super de luxe saloon, black, cloth, radio, l.h.d., 12,000 miles.

**1948** Ford Pilot, black, hide, 6,000 miles.

**56**, Park Lane, W.1. (Regent 4866). 374, Ealing Rd., Ageron, Middx. (Perivale 3598). And 8 & 12, Sangleys Rd., Catford, S.E.6 (Hither Green 6211). (4179)

**FORD** Pilot, 1949, one owner, radio, 15,000 miles, uphol., etc.; only £300.—Tel. Western 9315 after 6 p.m. (4047)

**1948** Ford Pilot, immaculate; £395; terms arranged.—Scott Cars, 347, Finchley Rd., N.W.3. Ham. 7779 and 8676. (2520)

**1948** (Nov.) Ford Pilot saloon, black, brown hide, radio, heater, 12,000 miles, extremely well kept by 1 owner; £325.

**1949** (April) Ford Pilot saloon, green, brown hide, radio, 11,000 miles, unmarked condition; £365; exchangeable for Ford 8 or 10.—Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. (4358)

**BRAY MOTORS**—£395, 1939 Ford V.8 91A Martin 1939 Ford, light green, 4-door, rear opening, etc., disappearing seats, second engine.

**BRAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 3639

**1949** Ford Pilot saloon, 3,000 miles, leather upholstery, heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3568. (4391)

**1948** (Oct.) Ford Prefect de luxe, leather, radio, heater, magnificent condition throughout; £945.—Slidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557-6970. (1781)

**£925** saloon, several extras, one leather owner, hire purchase and exchanges.—Golly's Garage, Earls Court Rd., S.W.1. Tel. Chester 2896 (4 lines). (4029)

**1949** Ford Pilot, fitted radio and heater, mileage 4,000, black with brown hide upholstery; £1,050; reg. July, 1949.—Anchor Motor Co., Ltd., The Newscote, Chester. Tel. Chester 2896 (4 lines). (4029)

**1949** latest type American Ford V.8, 3,500 miles, only, air conditioning, etc., absolutely unmarked, free of covenant; £1,800; exchange smaller car.—S. West, 48, Denmark St., Ilford Rd., Oxford, Tel. 48818. (4600)

**325** tons.—Ford V.8 1939 22hp 4-door saloon, Coronado, blue, grey, leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (4518)

**1949** (May) Ford Pilot saloon, under 10,000 miles, black, brown leather, heater, radio, specimen car as new, best offer over £1,000.—Liddington, Manor House, Kibby, Nr. Rugby. Tel. Crick 216 after 8 p.m. Rugby 3033 business hours. (4681)

**1938** Ford V.8 22hp 4-door saloon, black, brown leather, heater, new battery, tyres, clutch, dynamo, starter, distributor, radiator, shock absorbers, first class, etc., completely reworked; £225.—Robinson, Lower-lath Avenue, Tordmorden, Tel. 644. (4329)

**Ford V.8 Cars Wanted**  
**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., urgently require all models Ford V.8s.—Wembley 3303. (9143)

**ROWLAND SMITH'S**, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (3835)

**JOHN S. TRUSCOTT**, Ltd., urgently require first class Ford Pilots.—173, Westbourne Grove, W.11. Bay. 4274. (4357)

**DAGENHAM MOTORS, Ltd.**, main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866. (10156)

**COWLEY MOTORS** require a post-war Mercury convertible coupe or saloon; phone or write.—Cowley Motors, 473 Cranbrook Rd., Ilford, Essex. Valentine 1060. (8539)

**UTILITY-FORD OR OTHER BODIES**

**1947** Ford 8 utility, exceptionally smart; £455.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (2974)

**FORD V.8 heavy utility**; £210.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (11066)

**1937** Ford V.8 30hp utility, reconditioned engine, 2,000 miles also, at present in coachbuilders for complete repaint and re-upholstering throughout; £395.—Le Grice Elers, Ltd., 107, Old Brompton Rd., S.W.7. Ken. 2477. (4512)

**245** gns.—Ford V.8 1939, 22hp 4-door 5-seater Utility, maroon bonnet and wings, timber body, removable rear seat, glass all round, drop tail board, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (4518)

**Ford Utility Cars Wanted**  
FORD 8, 10 and 30hp utilities wanted from 1936 onwards.

**GEORGE NEWMAN & Co.**, 369 Euston Rd., London, N.W.1. Euston 4466. (5237)

**ROWLAND SMITH'S**, the Ford utility buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041.

**FORD MISCELLANEOUS**

**BROWNS** for Ford.

**1939** Ford Prefect 10hp saloon de luxe 4-door, one owner, immaculate condition; £425.

**1938** Ford Prefect 10hp drop head fourours coupe, immaculate condition; £410.

**1938** Ford 8hp saloon, excellent condition; £305.

**1936** Ford 10hp saloon de luxe, completely reupholstered in leather, excellent condition; £250.

—Brown's Garage, Loughton (Essex) 4119 (Tube). (3437)

**GODFREY DAVIS, Ltd.**

**FORD** main dealers.

**ALWAYS** open

**SELECTION** from our stock. Write for full list.

**GODFREY DAVIS, Ltd.**, Neasden Lane, N.W.10. Glads. 3209

**TANKARD & SMITH, Ltd.**, offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.2, Tel. Fiat 4801-5. (10378)

**Ford Miscellaneous Cars Wanted**

**ROWLAND SMITH'S**, the Ford buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (3835)

**W. HAROLD PERRY, Ltd.**, main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**FORDS** wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (3023)

**CASH** immediately for good Ford.—H. F. Edwards, 28, Upper High St., Epsom 9400. (4467)

**R** wanted.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. (4452)

**LUTON MOTOR CO., Ltd.**, Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens. Dunsstable Rd., Luton, Beds. Luton 3713. (4042)

**Ford Spares and Service**  
**NORMAND, Ltd.**

**FIRST-CLASS** mechanics and highly efficient supervision produce the best results.

**NORMAND, Ltd.**, 405-9, King St., W.8. Riv. 3665. (10231)

**F. H. PEACOCK, Ltd.**

**COMPREHENSIVE** stock of spares for all Ford and Fordsons; ignition and door lock keys despatched on return.

**221**, Balham High Rd., S.W.17. Tel. Balham 4401; also at

**FOORD** Rd., Folkestone 51223. (10406)

**FINSBURY** and Islington.

**MAIN** Ford dealers, Highbury Corner Motors, Canonbury Rd., N.1. Exchange parts, all spares, immediate service.—Canonbury Rd., N.1. Canonbury 2464

**ALAN TAYLOR (MOTORS), Ltd.**

**HIGH** St., Wandsworth, S.W.18

**MAIN** Ford dealers.

**LARGE** stocks of genuine Ford parts.

**PUTNEY** 6431 (4 lines). (4092)

**FORD** Ford midguards, running boards, 1933-48.—Brook 85, Cleeve Rd., Brighton. (10385)

**FRANK G. GATES, Ltd.**, High Rd., Woodford Green, Tel. Wanted 2233. Main Ford dealers; service and all spares. (10085)

**DLARDS MOTORS, Ltd.**, 43-45, Acre Lane, London, and all spares. (10110)

**YOUR** Ford car will be much improved in comfort and safety after fitting stabilizers to the front and rear springs; all models.—Cranbury Garage, Ltd., Station Parade, Crickfield, N.W.2. Gladsstone 1050. (0281)

**FRAZER NASH** 1½-litre T.T. replicas, 1937, with Frazer Nash single overhead camshaft engine, 2-seater body with long chassis, just checked by makers and first class throughout; £550; detailed specification, history, performance figures.—Northwood (Middlesex) 695. (4682)

**Frazer Nash Cars Wanted**  
**ROWLAND SMITH'S**, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

**FRAZER NASH-B.M.W.**

**A.F.N. Ltd.** offer:—

**1935** type 45 4-seater d.h.c., green, engine just overhauled, fitted liners; £325.

**FRAZER NASH CARS**, Falcon Works, London Rd., Hounslow, Hounslow 0311. (534)

**1937** type 55 Frazer Nash-B.M.W. fourours drop head coupe, now having complete mechanical overhaul by A.F.N., chassis sound, body clean and in good condition; £250 or offer.—Harris, 37, Stamford Hill, N.16. (1370)

**FRAZER NASH-B.M.W. 1936** type 55 fourours drop head coupe, now having complete mechanical overhaul by A.F.N., chassis sound, body clean and in good condition; £250 or offer.—Harris, 37, Stamford Hill, N.16. (1370)

**OSCAR MOORE** offers one of the few remaining 328s which have been kept in really good and original condition; complete engine overhaul just finished, taxed year; should satisfy the most critical buyer and must be considered very reasonably priced at £750.—304, Ballards Lane, N.3. Tel. Finchey 2920. (4566)

**Frazer Nash-B.M.W. Cars Wanted**  
**ROWLAND SMITH'S**, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube), Ham. HEALEY

**BROOKLANDS**

**HEALEY** distributors for London.

**DELIVERY** from stock of new Silverstone 2-seater.

**SPECIAL** drop head 4-seater coupe by Abbott of S. Farnham.

**ASO** 2-door 4-seater sports saloon by Tickford.

**ALL** particulars available on request.

**1950** Healey Silverstone sports 2-seater, mileage under 10,000 miles, many extras. B.M.T.A. permission to sell.

**1949** Healey Sportmobile, red with grey leather, speedometer reading 7,000 miles.

**1948** Healey sports saloon, black, red leather, fitted radio, exceptional condition throughout, choice of two.

**103**; New Bond St., W.1. Tel. Mayfair 8351-6. (4530)

**ROSE & YOUNG, Ltd.**, offer 1948 Healey 2-seater, 48 type, powder blue, exceptional condition; £975.—65-69, Stenand Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. (1039)

**Healey Cars Wanted**  
**BARTLETT**, Healey saloon, 4-door or Silverstone models wanted.—Bartlett, 274, Pembridge Villas, W.11. (2926)

**HILLMAN 10**

**W. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**1948** Hillman Minx Mark II, colour blue, brown leather, mileage 15,000, immaculate throughout; £760.

**W. HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**CAR MART, Ltd.**

**HILLMAN** Minx 1949, Phase III saloon, 200 miles; £975.

**HILLMAN** Minx 1948, coupe, 4,000 miles; £835.

**HILLMAN** Minx 1947, saloon, 7,000 miles; £750.—Car Mart, Ltd., 150, Park Lane, W.1 Grosvenor 3434. BROWN'S for Hillmans.

**1947** Hillman Minx 10hp drop head fourours coupe, low mileage, immaculate condition; £825.—Brown's Garage, Loughton (Essex) 4119 (Tube). A. SAUNDERS, Ltd., offer:—

**1947** Hillman Minx saloon, grey with red cloth upholstery, 14,000 miles; £695.

**1947** Hillman Minx convertible coupe, grey with red leather upholstery, 16,000 miles; £695.

**1949** Hillman Minx saloon, green with brown leather upholstery, 5,000 miles; £395.

**SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley, 100 yds. north of Tally Ho Corner). Hillside 0024. (4025)

**G. P. (BALHAM), Ltd.**, offer:—

**295** gns.—1939 Hillman Minx de luxe 4-door saloon, good engine, excellent condition; a bargain.

**215** gns.—1937 Hillman Minx 4-door saloon; any trial; a bargain.—2, Balham Hill, S.W.12. (100 yards Clapham South Tube). Battersea 5117.

**PHILIP RICKARDS, Ltd.**, offer:—

**1947** Hillman Minx drophead coupe, 7,000 miles since new, blue.—4, Brick St., Park Lane, W.1. Grosvenor 4772/3. (4411)

**WARWICK WRIGHT, Ltd.**, offer:—

**1949** Hillman Minx 10hp saloon, dove grey, red leather, 6,000 miles; £395.

**1948** Hillman Minx 10hp saloon, black, fawn cloth, 10,000 miles; £795.

**WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Leinster 9761. (4330)

**KENTISH & THOMSON, Ltd.**, offer:—

**1948** Hillman Minx Phase II drop head coupe, one owner, mileage 13,000, grey, blue interior, excellent condition.

**KENTISH & THOMSON, Ltd.**, 564-566, Wickham Rd., Shirley, Croydon, Surrey, Tel. 3532. (3820)

**MANN EGBERTON & Co., Ltd.**, offer:—

**1949** Hillman Minx Ph. III saloon, grey, red leather trim, 5,000 miles, immaculate condition; £875.

**14**, Berkeley St., London, W.1. Regent 2073. (13446)

**CHARLES RICKARDS, Ltd.**, the house of standing and repute.

**1949** (May) Hillman Minx, magnificent, black, one owner, faultless condition, under 5,000 miles, taxed for the year; £850.

**1946** (May) Hillman Minx saloon, black, one owner, in excellent condition.

**56**, Gate Tube Station). Tel. Paddington 1820. (4130)

**1937** Hillman Minx; £295.—Kings Motors, 1, High St., Hounslow, Tel. 0311. (4224)

**GATEHOUSE**, offer 1947 (October) Hillman 10hp saloon, one owner, 11,000 miles; £725.

**GATEHOUSE MOTORS, Ltd.**, Highgate Village, London N.6. Mountview 4444.

**1947** Hillman Minx 10hp saloon de luxe, excellent condition throughout, choice of 2; £595.

**CARRIS MOTORS, Ltd.**, Lewisham Bridge, S.E.13. Lee Green 0264. (3949)

**7000** miles, 1949 (May) Hillman saloon, grey, red leather.—Ernest Sutton, Cleve Hill (6105) 95. (13152)

**£855**—Hillman Phase III Minx saloon, March 1949, immaculate car, finished black, speed, 6,700 m.p.h.—See below.

**£615**—Hillman 10hp Minx saloon, June 1947, one lady owner since next very small mileage, tip-top condition, 3 months' written guarantee.

**CLAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Fax are comm. hire purchase facilities; part exchanges; see our full page advert in this issue. (4657)

**1938** Hillman Minx saloon, very good condition.—Herbert & Mills, Ltd., 75, Gae-Portland St., W.1. Langham 3506-7. (4157)

**1949** black Hillman Minx, 6,000 miles, in new condition; £835.—Archer, 71, Fosterhill Rd., Bedford. Tel. Bedford 9958. (3776)

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Tel. Pal. Grn. 1205/7173. (4254  
 WATEHOUSE MOTORS wish to purchase good clean (4254  
 Jaguar cars.  
 WATEHOUSE MOTORS, Ltd. Highgate Village, Lon-  
 don, N.6. Mountview 4444 (4918



**895** gns. - Les-Francis. March 1949. 14½h shooting  
wings and bonnet. 4-c-20 coacobiull; timber body, bonnet  
careful owner; run 4,020 miles, almost new condi-  
tion; terms exchanges: list; open 9-7 week-days and  
Saturdays - Rowland Smith, Hampstead (Hampstead  
Tubel). Hampstead 6041. [4507]

**Les-Francis Cars Wanted**  
CHARLES FOLLETT, Ltd., Les-Francis distributors for London and the Home Counties, are always ready to hear from Les-Francis owners.  
SHOWROOMS: 18, Berkeley St., W.1. May. 6266

**Official Les-Francis London Service Station.**  
12, Wellesley Ave., W.6. Riv. 1413. (1983)

**Les-Francis Spares and Service**  
CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.  
SHOWROOMS: 18 Berkeley St., W.1. May. 6266.  
SPARE parts  
SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. (1870)

**LINCOLN** (1870)  
1850 gns., Lincoln V.12 1946 (reg. March '47) £10 tax) 40hp V.12 r.h.d. specially imported American 4-door sedan with winding division, black grey cloth upholstery, steering column gear change, electrically operated windows, heater, unworn tyres, small mileage, one careful owner, superlative condition; terms, exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (14508)

**Lincoln Cars Wanted**  
SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln.—Wembley 3903. (7019)

**LLOYD**  
SLOCOMBES, of Neasden.  
SLOCOMBES.—Genuine offer, 1948 4-seater Lloyd, low mileage, as new, a chance to obtain a post-war under 1948, 4-seater, excellent condition.  
269, Neasden Lane, N.W.10. Gladstone 2088. (1948)

1948 Lloyd 650 grey roadster, one owner, 14,500 m.m.s., recently modified and overhauled by makers; £315 secure.—Pollitt, 52, Hilders Rd., Leicester. Tel. 83371. (14621)

1949 Lloyd 650 4-seater roadster, silver, brown interior, 4300 m.m.s., excellent condition.  
2425.—C. E. Broad, 8, Elm Court, Albert Rd., Watford. Tel. 6742 (bus. hours). (15789)

**Mercedes Cars Wanted**  
CHIPSTEAD MOTORS, Ltd., will always purchase good Mercedes.—The Onslow Garage, 197, Fulham Rd., London, S.W.3. Flaxman 0052. (13328)

**MERCEDES-BENZ (GT. BRITAIN), Ltd.**  
1939 type 340K 33hp supercharged 4-5-seater drop head, black, with maroon leather upholstery, engine recently overhauled by us; £1,275.—Victoria 5715.

1938 Mercedes-Benz 4-door 15hp saloon, finished maroon, recent general overhaul, first-rate engine throughout; £535.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185.

**Mercedes-Benz Spares and Service**  
MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales and Service, 121, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. (18530)

**BROOKLANDS.**  
1949 M.G. T.C. sports 2-str., green with beige interior, speedometer reading 6,000 miles.  
103, New Bond St., W.1. Tel. Mayfair 8351/6. (14533)

**PAIDE & CLARKE, Ltd.**  
1949 M.G. T.C. registered July, red/beige, outstanding example; £675.—1947 M.G. T.C. black, low mileage, superb condition; 1947 M.G. T.C. green, excellent condition; £545; terms 12-24 months; exchanges; lists.—Stockwell Rd., S.W.9. Bt. 6251. (14619)

**ELITE MOTORS offer:—**  
1939 M.G. T.A. 2-str., in immaculate condition, 5.3 most new tyres, excellent weather equipment, black with red upholstery, very good performance; £415.

1937 M.G. T.A. 2-str., choice of two cars, both cream, one with red upholstery, the other with red wings and red upholstery, fitted with new body and spare wheels; £350; terms 12-24 months; exchanges; lists.—Stockwell Rd., S.W.9. Bt. 6251. (14619)

**ELITE MOTORS, 951-961, Garratt Lane, Tooting B Broadway, Tel. Ba Ham 2474 (four lines). (14485)**  
**WOODBRAN Cars offer:—**

£215.—M.G. 8hp P.A. model sports 2-seater, taxed, black.  
£215.—M.G. 8hp P.2 sports 2-seater, B.R.G., immaculate.

£199.—M.G. 8hp J.2 sports 2-seater, red, rebored and really beautiful.  
£185.—M.G. 8hp J.2 sports 2-seater, red, taxed December, new hood and new side screens.

**TERMS, exchanges.—Woodbran Cars, 6, Eton Garages, Eton Ave., Swiss Cottage, N.W.3. Primrose 9435.**  
**SIMPSON'S MOTORS offer:—**

1935 M.G. Magnette saloon, exceptionally nice motor car; £235.  
SIMPSON'S MOTORS (WEMBLEY) Ltd (American Car Specialists), Wembley 3903. (6118)

**LAYTONS OF OXFORD offer:—**  
£650.—1947 M.G. T.C. 2-seater, finished in black with green leather upholstery, radio and many other extras fitted, including tax for year; terms over 24 months if required.  
LAYTONS, New Rd., Oxford. Tel. 3381. (4105)

**G. P. (BALHAM), Ltd., offer:—**  
195 gns.—1935/6 M.G. 12hp sports 4-seater, really excellent condition; any trial; bargain.  
2, Balham Hill, S.W.12. (100 yards Clapham South Tube) Battersea 3117. (13454)

**GLANFIELD LAWRENCE offer:—**  
1946 M.G. black, red leather, immaculate condition, 19,000 miles, overhauled; £550.—407, High Rd., Finchley 0091. (12270)

**CLAND & TABOR, Ltd., offer:—**  
1948 M.G. TC 2-str., small mileage, new condition; £635.  
APPLY—North Road Garage, Welwyn 481. (3508)

**CHIPSTEAD MOTORS, Ltd. See under Sports Cars.**  
advert. No. 5599. (13592)

1949 M.G. 12hp 4-seater roadster, fast, beautiful condition; £325.—Box 5767. (14041)

1946 T.C. first-class condition; £500.—Painter, 152, Adelaide Rd., N.W.3. (13785)

**DEARTS, 102, London Rd., Kingston, Tel. Kin. 5348**  
repairs.—102, London Rd., Kingston, Tel. Kin. 5348

1947 M.G. 2-seater, black, excellent condition, 19,000 miles; £550.—Tel. Gloucester 20199.  
**PERFORMANCE CARS (HAM), 8707, never used less than half-a-dozen open M.G.s; see under Sports Cars.** (1355)

1935 M.G. P.A., exceptional condition throughout; 2-seater, offers.—Nodder, Lime Works, Ambergate, 2383.

**BRAY MOTORS.—£275, 1935 P.A. M.G. sports 2-seater, red, recent complete overhaul, good tyres, bargain.**  
**BRAY MOTORS, 180-184, West End Lane, N.W.6. Hampstead 6490. (14641)**

1939 M.G. 2-seater T.A. model, engine recently reconditioned, smart appearance; £375.—Bowman's Garage, Weybridge. (14616)

1946 £450; payments.—Oldfield, 4, Russell Gardens, Kensington. Park 7780. (13652)

1947 M.G. 1.0. two-seater, black, red upholstery, exceptionally nice condition; £375.—Peter Guest, Ltd., Gaywood Kings Lynn, 4129.

M.G. 1.4 4-seater open, first reg. Nov. 1940, in good condition and fitted many extra; must sell; nearest £400.—R. Jolly, Princes St., Ulverston, Tel. 2238. (14585)

1945 gns.—M.G. Midget, Sept. 1946, 11hp T.C. 2-seater, red, red leather, carefully used, excellent condition; terms, exchange.—Rowland Smith, below.

195 gns.—M.G. Midget, 1954 model, 4hp J.2 2-seater, green, black leather, good tyres, very good condition, taxed; terms, exchange.—Rowland Smith, below.

275 gns.—M.G. Midget, 1956, 5hp P.B. Airline coupe, mauve and red, sliding head, red leather, very good condition; terms, exchange.—Rowland Smith, below.

225 gns.—M.G. Midget, 1955, 8hp P.2-seater, cream, green wheels, leather upholstery, spare tyre under, good condition; terms, exchange.—Rowland Smith, below.

225 gns.—M.G. Magnette, Aug. 1955, 12hp N-type sports 2-4-seater, right side, blue leather, good condition; terms, exchange; 1.5. 0-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (14519)

1936 8hp P.B. 4-seater, dark green leather, 19,000 miles, new tyres as a bonus, 1946; £285 or offers.—Brook, F. Brock, Betchey Park, Bucks. Betchey 339. (14617)

1946 M.G. sports tourer, finished red, silver wheels, any exam.; £350.—Seymour & Cements, Ltd., 38, Watford Way, Hendon Centre, N.W.4. Hendon 2146. (14579)

1947 first-class condition throughout; £775.—Chesterfield Gdns. Garage, Mayfair, w.1. Tel. Mayfair 6702. (14029)

1946 M.G. 2-seater type T.C. black, one owner, moderate mileage; £435.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (14189)

**JARVIS & SONS, Ltd., offer the following: 1949 M.G. sports 2-4-seater, right side, blue leather, good condition; terms, exchange; 1.5. 0-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (14519)**

1947 (June) M.G. 1.4, black with fawn leather upholstery, small mileage; £595.—R. J. Riversdale 2881-2. (14112)

**ROSE & YOUNG, Ltd. offer 1949 M.G. 2-str. T.C. 18 miles, £500; red; £545.—59, St. Nicholas Ave., Stroudham Hill, S.W.2. 1 minute Streatham (Hill Station), Tube Hill 6464. (14423)**

1949 July, M.G. T.C. sports 2-seater, green and grey, under 10,000 miles, excellent condition, 10,000 miles.—Newold, 40 Evelyn Rd., Skeew, Neath, Glamorgan. (14676)

1937 (October) M.G. 2-litre saloon, finished black with maroon leather upholstery, carefully used and unusually well preserved; £465.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (14189)

1946 show room condition throughout, new hood, 2 spare wheels, insured March 1951, any trial; £560.—269, Cuckington Rd., London N.W.2. (14610)

£460 or near offer.—1938 (late) 18hp M.G. sports saloon, bodywork excellent, recent engine, clutch and brake overhaul, new tyres and batteries, taxed and insured. Decided to sell, owner going overseas.—Tel. Tunbridge Wells 1596. (14610)

1946 M.G. T.C. competition special, 2-litre body (aluminium), black, green leather exterior, under 17,000 miles, recently used, mechanically perfect, open any inspection, sports enthusiast's car; offers; consider exchange 10hp saloon.—Box 5751. (13693)

**SCARCE model, 1935 M.G. 2.6-litre sports 4-door saloon, black and chromium, red leather, immaculate appearance, delightful performance, thoroughly recommended, taxed to December, offered with written guarantee; £565; exchanges; terms R. J. Edwards, 61, Titchfield St., W.1. Langham 0012. (14555)**

1948 (June) M.G. T.C. model, black and fawn, immaculate, laid-up and expertly serviced for several months, engine abroad, perfectly kept, tonneau cover, twin horns, radio; export inspection welcomed.—Mrs Pollock, Malford House, Christian Malford, near Chippenham, Tel. Bradenstoke 270. (14046)

**T.C. M.G., December, 1947, prepared Alpine rally, twin spotlights, Windstone horn, extra tankage, stage one tuning, excellent tyres with 600x16 rears, etc.; entry cancelled for domestic reasons compelling owner to sell; see straight away; see any trial; post-war saloon; see anywhere by arrangement.—Box 5766. (14040)**

£555.—M.G. 1.4-litre 12hp foursome drop head finished deep maroon with leather upholstery and mohair hood to match, with maroon and chrome Ace discs and other special features; engine rebored and sleeved in January this year, just under 3,000 miles has been run since this work was carried out; the car was wired in November, 1949; new tyres just fitted; outstanding opportunity to purchase most desirable drop head in really top mechanical order.—See below.

£299.—M.G. 12hp Magnette 4-seater sports Roadster, 1946, original finish in British racing green, host of special features and instruments, fold-flat screen, optional aero screens, twin Bosch spotlights, twin spares, one unused, special gauges, tonneau cover, etc.; engine and gear box completely stripped down and rebuilt in September, 1949; over 250 spares on mechanical work alone; offered with a 3 months' written guarantee.—See below.

£535.—Scarc model 1940 M.G. 1.4-litre sportsman's 4-seater Roadster, 1940, metallic grey coachwork, with blue leather interior, dark grey hood and tonneau cover; an excellent car mechanically with outstanding performance, handles just like a roadster, practically brand new, spare unused; several special features and extras.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential fire purchase facilities, any trial. See our full page advert. in this issue. (14669)

1936 M.G. Type P.A. 8hp 2-str. engine just completely overhauled, cost £400; this car is in exceptional condition throughout and is very fast; many extras fitted, including special pass, fog and spot lights suitable for Continental, touring, all-weather equipment in perfect condition, fitted chromium rear luggage rack, etc.; absolutely genuine motor car; £299.—Weeden Garage, Whitteford, Cambridge, Sawston 21. (14613)

£495 or higher offer.—M.G. 1.4, first reg. 1939, black coachbuilt streamlined 2-seater coupe, sunshine roof, compression 7.5:1, rear axle 1:4.1, telescopic shock absorbers, independent back and front, low pressure tyres, galvalume road springs, C.V.C. and new dynamo, Fram, Oilcol, twin petrol pumps, Mellotone loud/soft horns, multi-instrument fascia, road springs, hub bearings, steering, king pins, radiator just renewed, just decarbonised, spare spindles, crown wheel, tyres, etc. beautifully maintained by one owner-enthusiast since new, full history and maintenance sheets available.—Box 5734. (13866)

**M.G. Cars Wanted**  
THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. (1096)

**ROWLAND SMITH'S the M.G. buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (10448)**  
**SLOCOMBES OF NEASDEN.**

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladstone 2088. (17645)

POST-WAR M.G. required, cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. (10845)

URGENTLY required, low mileage 1948-9 M.G. 1.4 saloon.—Gibbons Sports Cars (Christchurch) Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. (1596)

**LYNFAIR GARAGES, Ltd.—Balderton St. (opposite M. Seifridgen), W.1. Mayfair 5104. Particularly want J.s. and T.s. for cash. Phone or write for buyers to call.** (1397)

**CAMDEN MOTORS require to purchase M.G. 1.4-litre sports saloons and drop head coupes in good clean condition, 1938-40; write, call or tel., stating price required.**

**CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2391 & 5115.**  
**RAYMOND WAY, the hire purchase specialists, are still buying M.G.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (15661)**

**M.G. Spares and Service**  
THE sole London distributors for M.G. cars.

**UNIVERSITY MOTORS, Ltd., 7, Hertford St., London W.1 Tel. Grosvenor 4141. (10500)**  
**FOR M.G. mudguards, running boards, 1933-46.—85, Queens Rd., Brighton B.1. Tel. 241. (10515)**

**LARGEST and quickest spares service in the South of England.—Hevens Garages, Ltd., Reading, Tel. 4436. (10203)**

**M.G. spares.—Vertical drives, rockers, valves, road springs, front axles, rear tanks, J2 windscreen, prompt and courteous service; see P. & A. column.**

**DERINGTON, 159, London Rd. Kingston 5621-2. (1841)**

**M.G. engine, axle, gearbox reconditioning, recon, change blocks, cranks, rockers, v-drive, synos, etc; new rocker shafts, bushes, valves, guides, spring gaskets, v-drive, rockers, rocker bushes, rocker shafts, valves, guides springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.**

**Write or phone Toulim Motors, The Roundabout, Waltham, Middlesex Tel. Molesey 683. (10349)**

**MORGAN**  
£350 or close offer.—1938 Morgan 4-4, smart, perfect, well maintained 2-seater, sports car with complete work, red wheels, £150 recently spent on complete overhaul, resleeved engine taxed, insured, any test.—To view write to M. H. 9, Moorland Rd., Boxmoor, Herts. (13287)

**Morgan Cars Wanted**  
ROWLAND SMITH'S the Morgan buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. (10448)

RAYMOND WAY the hire purchase specialists are still buying Morgan and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). (15131)

**Morgan Spares and Service**  
MORGAN 4/4 official spare parts stockist; service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (10514)

**W. J. Langham.—All available spares in stock.—F. J. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. (10728)**

**MORRIS MINOR**  
1949 (July) Morris Minor maroon saloon; £735 or offer.—Johnson, Rhian Cottage, Cranleigh Tel. 665. (14626)

1949 Minor saloon, black/beige upholstery, 19,000 miles, quite faultless condition; £735.—H. A. Saunders, Ltd., 144 Golders Green Rd., N.W.11. Speedwell 0011. (14578)

1949 Morris Minor saloon, mileage 9,000, 1948 model, pretty as new throughout, £695; trade enquiries welcomed.—G. C. Paul, Ltd., 32 Bruton Pl., Berkeley Sq., W.1. Mayfair 0621. (12719)

**Morris Minor Cars Wanted**  
THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. (10718)

**MORRIS EIGHT**  
NEWNHAMS Ltd.

1948 Morris 8 4-door saloon, black with brown low mileage.

NEWNHAMS 235-7.9, Hammersmith Rd. London W.6. Riverside 4646. (18035)

G. SMITH (MOTORS) Ltd. offer:—

1948 Morris 8 10,000 miles, fitted radio and other extras, £595, 50 other used cars.

**SMITH MOTORS, 13-15, East Dulwich Rd., S.E.22. New Cross 4444. (1293)**



## COACHCRAFT offer:-

**£165**—1936 Morris 8 saloon, new engine fitted recently, one owner since new, good tyres, thoroughly reliable and roadworthy vehicle.

COACHCRAFT, Elita Rd., Evesham. Tel. 6539.

**1938** Morris 8 4-door saloon; £245.—Kings Motors, 1, High St., Hounslow. Tel. 3532.

**1938** Morris 8 saloon, very sound; £260.—Smith & Hunter, 376, Kensington High St., W.14, Western 2312.

**1946** Morris 8 4-door saloon, sun roof, black and brown leather, low mileage, exceptional condition throughout; £495.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7, North 4441.

**GATEHOUSE** offer 1948 (August) Morris 8 4-door saloon, black, leather upholstery, 8,000 miles, as new, one owner; £645.

GATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6, Mountview 4444.

**1947** model Morris 8 saloon, black, appearance and mechanically excellent; £449/10.—348, Kings St., Hammarham, Riv. 587/8.

**1938** Morris 8 saloon, very good order; £295.—Barnes Garages, 315, Finchley Rd., London, N.W.3, Primrose 5614.

**1938** Morris 8 4-seater tourer, good condition; also 1936 saloon, excellent condition; 1638s.—Autosum 5, Balham High Rd., Balham 1509.

**MORRIS** 8, 1939, excellent condition throughout, new engine and body recoloured Jan., 1950, low mileage; £375.—Tel. after 7 p.m. Knightsbridge 2152.

**£195**—1936 Morris 8 de luxe saloon; terms, exchanges.—Great Western Motors, Ltd., 6-8, Bishopsgate Rd., W.2 (Paddington Station), Ambassadors 1061-2.

**1939** Morris 8, 4-door de luxe saloon, black, brown leather, taxed for year; £400.—K.L.M. Motors, Ltd., 101 Brighton Rd., Coulsdon, Surrey, Tel. Upland 4841.

**WALTER SCOTT, Ltd.**—1946 Morris 8 saloon, green, brown leather, 14,000 miles, as new, taxed; £585.—39, Colston Crescent, Hampstead, N.W.3 (Swiss Cottage Tube), Primrose 5614.

**1946** (November) Morris 8 4-door saloon, total mileage, 19,000, excellent order throughout; £450.—Lynn Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.6, Mountview 4441.

**1935** Morris 8 (August) 4-seater tourer, black with green hide upholstery, mechanically sound, good tyres and hood; £180.—Timms Motors, Colindale Rd., S.W.15, Tel. 3667.

**1938** Morris 8 leather upholstery, genuine mileage 30,000, one of these rare cars which are very occasionally offered, original in every detail, taxed to end of the year; £260.

**MAGDALEN MOTORS**, 311, Trinity Rd., S.W.18, Bat. 5573.

**£295**—1938 Morris 8 4-seater tourer, black, red leather, in truly magnificent condition throughout; quality and reliability; terms and exchanges.—Birkett Motors, Ltd., 326, Romford Rd., Forest Gate, Maryland 2534.

**NAYLOR & ROOT, Ltd.**—1946 Morris 8 de luxe saloon, black, brown leather, 9,000 miles, unblemished condition, very economical, any trial; £565; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clonsilla Jun., S.W.18, Bat. 5572. Open 9-6 each week-day including Saturday.

**Morris Eight Cars Wanted**  
I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16, Tulse Hill 1288.

**ASH** buyers of low-mileage Morris 8; distance no object.—Huttons, Lord St., Southport, Tel. 2268.

**ROWLAND SMITH'S**, the Morris 8 buyers.—Hamstead High St. (Hampstead Tube), Ham. 6041.

**POST-WAR** Morris 8 required, cash payment.—Morley 54, Streatham Hill, S.W.2, Tulse Hill 4438.

**RAYMOND WAY**, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines).

**MORRIS** 8 saloon wanted, preferably 1947-49, fairly low mileage, 4-door; trade or private replies invited.—Private advertiser, Middleton, 30, Kellett Rd., Southampton, Tel. 71392.

**MORRIS TEN**

**CAR MART, Ltd.**  
**MORRIS 10**, 1948, saloon, 5,000 miles; £625.—Car Mart, Ltd., Euston Rd., N.W.1, Euston 1212.

**D. J. SHEPHERD & Co. (London), Ltd.**, offer:  
**1939** Morris 10hp saloon, black, brown interior, 6,000 miles, only since reconditioning, excellent condition, fitted with radio, taxed; £395.—D. J. Shepherd & Co. (London), Ltd., 436, Hertford Rd., Enfield, Howard 1821.

**1948** Morris 10hp saloon, green/brown leather, one owner, guaranteed; £725.

**C. W. WILKIN, Ltd.**, 1, Weston Park, Kingston-on-Thames, Kin. 222.

**1946** Morris 10hp saloon, reconditioned engine, resprayed, a really smart car.

**HAMILTON MOTORS (LONDON), Ltd.**, 466-490, Edgware Rd., London, W.2, Paddington 0022 (12 lines).

**1938** Morris 10hp saloon, nice condition throughout, excellent mechanically; £325.

**COLES GARAGES**, Worpole Rd., Wimbledon, London, S.W.19, Tel. Wimbledon 3610.

**1947** Morris 10 4-door de luxe saloon, black, brown leather upholstery, one owner, in excellent condition.

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Fitzham 8181).

**1947** Morris 10 saloon, black and brown leather, low mileage, excellent condition throughout; £595.

**JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.7, North 4441.

**1935** Morris 10 de luxe saloon, in very nice condition throughout; 1638s; terms and exchanges.

**JACK WILLIAMS MOTORS, Ltd.**, 169, Priory Rd., Hornsey, Mountview 5228 and 3774.

**SERIES M** Morris 10 saloon, maroon, perfect inside and out, Jackal, wireless, twin spots; £385; no dealers.—Tel. 1905 before 6 p.m.

**1948** Morris 10hp saloon, black, brown, 8,000 miles, excel. cond.—Tucker, Ltd., 8, Upper St., Martin's Lane, W.C.2, Temple Bar 3338.

**1939** Morris 10 saloon, very clean condition; 1638s; Barnes Garages 315, Finchley Rd., London N.W.3, Hampstead 2221, Mal. 1627.

**C. J. SHAFFER & Co., Ltd.**, offer:—1947 Morris 10 4-door saloon, excellent condition; £625.—122/132, Cleveland Lane, London, N.W.2, Gladstone 331/3.

**1946** Morris 10, as new, black, brown leather upholstery, sunroof; £565.—Birkett Motors, Ltd., 376, High Rd., South Woodford, E.18, J. Davis & Sons, Ltd., offer the following: 1946 Morris 10 de luxe saloon, black, 8,000 miles, fitted radio, taxed; £755.—Morris House, Morden Rd., S.W.19, Liberty 4656.

**£405**—1939 Morris 10 de luxe saloon, black, brown leather upholstery, recon. engine, in showroom condition; choice of 2.—Hakin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4, Tel. Chiswick 0558.

**£745**—Morris 10hp de luxe saloon, July 1948, a real sparkler in immaculate condition throughout, very low mileage, fitted latest type push-button radio, exceptional mechanical order.—Camden Motors, Lake St., Leighton Buzzard, Beds, Tel. 2041-2-3.

Easy and confidential hire purchase facilities, part exchanges; free delivery; see our full page advert in this issue.

**Morris Ten Cars Wanted**  
I REQUIRE post-war Morris 10 urgently.—30, Ryecroft Rd., S.W.16, Tulse Hill 1288.

**CASH** buyers of low-mileage Morris 10s; distance no object.—Huttons, Lord St., Southport, Tel. 2268.

**ROWLAND SMITH'S**, the Morris 10 buyers.—Hamstead High St. (Hampstead Tube), Ham. 6041.

**NUFFIELD** specialists want Morris 10s in good condition.—Wards of Putney, 72, West Hill, S.W.15, Putney 7422.

**RAYMOND WAY**, the hire purchase specialists, are still buying Morris 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines).

**MORRIS TWELVE**  
**1939** Morris 12 saloon, black, in good condition throughout, any trial exceptional bargain, £350.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2.

**Morris Twelve Cars Wanted**  
**ROWLAND SMITH'S**, the Morris 12 buyers.—Hamstead High St. (Hampstead Tube), Ham. 6041.

**RAYMOND WAY**, the hire purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6, Maids Vale 6044 (10 lines).

**L. F. DOVE** offer 1939 Morris 14 saloon, 4,000 miles, quite as new; £945.—69 Broadway, Wimbledon, S.W.19, Liberty 3456.

**340**—1939 Morris 14 de luxe saloon, immaculate condition, splendid condition.—Geo. Clarke (Motors), Ltd., 275, High St., Acton, W.3, Acton 5566.

**£365**—1939 Morris 14 de luxe saloon, in excellent mechanical order, original green and black cellulose, very well maintained, works reconditioned engine fitted December 1949, total genuine mileage since under 4,000, Bosch spot lamp, etc.—Camden Motors, Lake St., Leighton Buzzard, Beds, Tel. 2041-2-3.

Easy and confidential hire purchase facilities, part exchanges; see our full page advert in this issue.

**MORRIS EIGHTEEN**  
**1937** Morris 18 saloon de luxe, black, really good condition throughout, unrepainted at £235.—Garage Service Co., Hoop Lane, Golders Green, N.W.11, Speedwell 3408.

**CAR MART, Ltd.**  
**MORRIS OXFORD**  
**MORRIS OXFORD**, 1949, saloon, radio, 4,000 miles; £695.—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3434.

**ELITE MOTORS** offer:—  
**1949** (July) Morris Oxford de luxe saloon, mileage under 3,000, the whole car as new, black with beige interior; £975.

**E. Broadway, Tel. Balham 2474** (four lines).

**TOM GARNER, Ltd.**, offer:—  
**1949** Morris Oxford saloon, maroon with beige leather, 7,000 miles.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester 2.

**H. A. SAUNDERS, Ltd.**, offer:—  
**1949** Morris Oxford saloon, grey with beige upholstery, 5,000 miles, excellent condition.

**H. A. SAUNDERS, Ltd.**, Austin House, High Rd., North Finchley (100 yds. north of Tally Ho Corner), Hillside 0234.

**PHILIP RICKARDS, Ltd.**, offer:—  
**1949** Morris Oxford, beige, 5,000 miles, perfect condition; £772/3.

**MANN EORTON & Co., Ltd.**, offer:—  
**1949** Morris Oxford saloon, black with beige leather upholstery, 9,000 miles, numerous extras, including loose covers, twin pass lamps, etc., immaculate condition throughout; £625.

**Berkeley St., London, W.1, Regent 2073.**

**1949** Morris Oxford, green, beige upholstery, in immaculate condition, also another, grey.

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 5951) and 12, Chelsea Manor St., S.W.3 (Fitzham 8181).

**1949** Morris Oxford saloon, 6,000 miles.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2, Tem. 3558.

**GORDON CARLS (LONDON), Ltd.**—1949 Morris Oxford G saloon, green, 7,800 miles.—Gordon House, 373, Euston Rd., N.W.1, Euston 6611.

**1949** (March) Morris Oxford saloon, in green, mileage under 6,000, as new, H.M.V. radio; £950.—Bowman's Garage, Weybridge.

**1949** (April) Morris Oxford saloon, maroon, 8,000 miles, one owner, as new, taxed year; £655.

**Garrett, Chanderford, Hants, Tel. 2504.**

**1949** (June) Morris Oxford saloon, mileage 4,000, green, beige leather, condition new; offer: Smith, Ashmore, Staverton, nr. Cheltenham, Glos, Tel. Churchdown 8137.

**MORRIS OXFORD** saloon, finished black with brown leather upholstery, 7,000 miles, as new, taxed year; £925.—Jack Olding & Co., Ltd., North Audley St., W.1, Mayfair 5242.

**1949** Morris Oxford saloon, mileage 7,000, maroon, in excellent condition, also another, grey.—Anchor Motor Co., Ltd., The Newark, Chester, Tel. Chester 2896 (4 lines).

**1949** Morris Oxford, choice of two, green, low mileage, tax and part exchange; see our full page enquiries invited.—G. F. Morley, Ltd., 54, Strand Hill, S.W.12, Tulse Hill 4488.

**1949** Morris Oxford saloon, black, radio and heater, 8,000 miles, carefully used; £495, terms and exchanges.—Edwin Road Garage, 54, Bedford Rd., South Crofton, Tel. Cro. 5470.

**Morris Oxford Cars Wanted**  
**CAR MART, Ltd.**, wish to purchase Morris Oxford cars.—150, Park Lane, W.1, Grosvenor 3434.

**MORRIS SIX**  
**PHILIP RICKARDS, Ltd.**, offer:—  
**1949** Morris 6 saloon, 5,000 miles, beige, £695.—4, Brick St., Park Lane, W.1, Grosvenor 4772/3.

**1929** Morris Six, 1st engine (17.7hp), complete engine overhaul and new battery, oil, oil, retreads, accessories, brakes and clutch refined 1949 (£160 bills shown), leather upholstery, fabric body in good condition, 25 mph, 55 mph, roadworthy, carefully maintained, owner going abroad.—Offers to Bank 5854.

**MORRIS MISCELLANEOUS**  
**TANKARD & SMITH, Ltd.**, offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, Exchange Rd., S.W.3, Tel. Fax. 4801-3.

**MORRIS** cars, 8hp and 10hp, 1947 and 1948 models, in nice condition, always available; ask us to send you full particulars.—Mauds of Norwich, Ltd. (Morris Distributors), 106-110, Prince of Wales Rd., Norwich, Tel. Norwich 20541.

**Morris Miscellaneous Cars Wanted**  
**ROWLAND SMITH'S**, the Morris buyers.—Hamstead High St. (Hampstead Tube), Ham. 6041.

**MORRIS** wanted.—Smith's, 86, Chalk Farm Rd., N.W.1, Gul. 2767.

**F. L. CRANMORE**, Potters Bar, requires Morris cars for sale.—Potters Bar, Tel. 241.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, wish to purchase all models Morris Wembley 3505.

**ASH** buyers of low-mileage Morris Minor, Oxford and 6; distance no object.—Huttons, Lord St., Southport, Tel. 2268.

**PHILIP RICKARDS, Ltd.**, wish to purchase Morris cars.—Pre-war Morris cars.—56, Baywater Rd., W.1, Paddington 1820.

**JACK OLDING, Ltd.**, 8-10, North Audley St., W.1, require cars in first-class condition. Mayfair 5242.

**BLUE STAR GARAGES, Ltd.**, will buy 1938-1940 and post-war Morris cars.—617, Finchley Rd., N.W.1, Tel. Ham. 2234; Abbey Rd., St. John's Wood, N.W.1, Cun. 0282.

**Morris Spares and Service**  
**FOR** Morris guards, running boards, 1930-46, Brooks, 85, Queen's Rd., Brighton.

**DALTON MOTORS** for Morris service and spare parts.—1934-49 models.—517 Kingsland Rd., Dalston, E.8, Clissold 4943.

**NASH**  
**SIMPSON'S MOTORS** offer:—  
**1947** Nash 4-door sedan, right-hand drive, all extras, radio, heater, spotlight, seat covers, white walls, mileage 2,500, one owner; £1,500.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (America Car Specialists), Wembley 3903.

**NASH Ambassador 8** 1939 coupe, with dicky, new condition; £375.—Vic. 5285.

**OSMOBILE**  
**DISTRIBUTORS (RAWLENCE), Ltd.**, Sales Service and Spares, Blindley Heath, Nr. Lingfield, Surrey, Tel. Lingfield 330-1.

**1936**—1935 Oldsmobile saloon in really good order; £625.

**DISTRIBUTORS (RAWLENCE), Ltd.**, Blindley Heath, Nr. Lingfield, Surrey.

**1947** Oldsmobile 4-door saloon, first registered, 1948, hydraulic drive radio, heater, etc., low mileage.—Sidney Maroon, Ltd., 33, Sloane St., S.W.1, Tel. 2557-5970.

**OLDSMOBILE** car dealers for London, Midlands, Essex and adjoining counties.—Lex Garages, Uxbridge Service, 2, Lexington St., W.1 (Gerrard 8600). Spare parts.—Kensington Place, Camden Hill Rd., W.8 (Tel. 6611).

**OPEL**  
**OPEL 1938** Super Six 5-seater drop B. coupe, excellent condition, bargain; £195.—415, Tottenham Rd., N.1.

**CASS'S MOTOR MART**—1937 Opel Cadet, excellent condition, 5,000 miles, super car, super condition, written guarantee.—5, Warren St., W.1, Eus. 3523.

**ROWLAND SMITH'S** the Opel buyers.—Hamstead High St. (Hampstead Tube), Ham. 6041.

**PRIDE & CLARKE, Ltd.**, the Opel distributors, offer immediate cash payment for all models.—237, Bristol Hill, S.W.2, Tel. 3664.

**Opel Spares and Service**  
**REPAIRS**, new crown wheels and pinions, spares; reconditioned engines, suspensions, etc.—Tarrant & Fraser, 1, Winchester Mews, N.W.3, Pri. 2647.

**MAYNOR MOTORS, Ltd.**, distributors, Opel spare parts and reconditioned engine service.—Southampton St., Southampton, Tel. Southampton 3366.

**PRIDE & CLARKE**, new brake and clutch linings, valves, springs, piston rings, spare tires, wheels; Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.8, Bri. 6251.

**JOE THOMPSON (MOTORS), Ltd.**, offers:—  
**1937** Packard limousine, colour black, face-forward, excellent condition; £745.

**1939** Sedan de Ville 32.5hp Super 8 de luxe, very low mileage, special English body, as outstanding; £1,040.

**JOE THOMPSON (MOTORS), Ltd.**, 97, Fulham Rd., South Kensington (next to Michelins), Ken. 4834.

**PACKARD** Ltd. Concessionaires, amongst other approved latest model Packard cars offer:—  
**1947** 21st Series Clipper Six 4-door saloon, 29,480 miles, right hand drive, with radio and heater 1900 model; £1,040.

**EDWARD WILLIAMS & Co. (1940), Ltd.**, Great West L. Rd., Brentford, Middlesex, Ealing 3400.

**1947** Packard Clipper, L.H.D., radio, heater, in excellent condition, low mileage.—900, Marcus Ltd., 33, Sloane St., S.W.1, Sloane 3557.

**HILLWOOD MOTORS**—1940 Packard Club coupe, in maroon, a beautiful specimen that has been fully treated & well maintained; a genuine bargain; £495.—585-7-9, Watford Way, Mill Hill (Circus, N.W.7), Mill Hill 4232.



**25/30** Rolls-Royce Hooper limousine, landaulette.  
34,000 miles. superb throughout.  
**GUY ALFREDS & Co., Ltd.** 6-7, Warren St., W.1.  
Euston 3268. [5460]

**JACK BARCLAY, Ltd.**  
**LARGEST** Official Retailers of Rolls-Royce and Bentley; stock list of used models on request to 2, St. George St., Haveray, W.1. Tel. Mayfair 7444. [10065]

**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballard Road, North Finchley, N.12. Tel. Hillside 4444.  
**ROLLS-ROYCE** Phantom III, body by Windover, first reg. March 1937, colour deep maroon, brown leather interior, £885 mechanical overhaul Nov. 49, certified by Rolls-Royce, recellulosed, car as new, £2,000.  
**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballard Road, North Finchley, N.12. Tel. Hillside 4444. [2836]

**OFFICIALLY** appointed retailers of Rolls-Royce and Bentley cars.—1934 Hooper sports saloon with division on Rolls-Royce Silver Wraith chassis, maroon and black, beige leather, 28,000 miles; £4,250.—H. A. Fox & Co., Ltd., 3-5, Burlington Gardens, London, W.1. Tel. Regent 7697. [4109]

**RIPPOBROS., Ltd.**  
**RIPPOBROS., Ltd.**  
**RIPPOBROS., Ltd.**

**NORTHERN** Rolls-Royce specialists since 1905.

**1938** 30hp 4-door sports saloon by Hooper, maroon with beige leather.

**1937** Ph. III 7-seater limousine by Rippon, black with fawn West of England cloth, very small mileage.

**1936** touring limousine by Rippon.

**1935** Ph. II drop head coupe by Gurney Nutting, excellent condition.

**1934** 25hp 4-door sports saloon by Rippon.

**1930** 25hp 7-seater limousine by Rippon.

**YOU** can buy with confidence from the largest distributors.

**RIPPOBROS., Ltd.**, Huddersfield 6340 (5 lines). [10906]

**PADDONBROS., Ltd.**

**ROLLS-ROYCE** specialists 40 years.

**PICKED** selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list and booklet.

**60** Cheval Place, London S.W.7. Kensington 9477. [10097]

**J. COMPTON** offers:—

**1934** (September) Phantom II owner-driver sedan-cabriolet with division, excellent condition throughout, leather upholstery throughout, ideal family car, £700.

**1929** Phantom I 7-passenger landaulet, face forward seats, leather upholstery throughout, reconditioned throughout including coachwork; £240.

**PHANTOM I** 7-passenger limousine, face forward seats, a very fine car, in first-class condition throughout; £250.

**ALL** the above cars are guaranteed 12 months.

**COMPTON** 69, Waveston St., Crystal Palace, S.E.3. [12259]

**JACK OLDING**, of Mayfair.

**OFFICIAL** Rolls-Royce and Bentley retailers.

**OFFER:**—

**SILVER** Wraith Hooper touring limousine, finished in black with beige leather, unaged, first registered September, 1947, immaculate condition.

**25-30** saloon, with division, E column by H. J. Mulliner, finished black with beige leather to rear and black to front, immediate delivery; first registered May, 1937.

**25-30** full rear edged sedan de ville by Hooper, finished black, mileage 55,000, first registered 1936, one owner.

**20-25** saloon with division by Park Ward reg. April, 1935; £295.

**DETAILS** of new and used Rolls-Royce cars for reasonable delivery on application.

**UDLEY HOUSE.**

**NORTH AUDLEY ST., W.1.** Mayfair 5242. [4372]

**C. MORTLAKE** offers:—

**1933** 25hp Rolls-Royce sports saloon, Park Ward.

**1934** 25hp enclosed drive limousine, Barker.

**1934** Rolls-Royce 25hp owner-driver saloon by Barker.

**R. MORTLAKE, 253, Kensal Rd., London, W.10.** Ladbroke 3155. [16572]

**TOM GARNER, Ltd.** offer:—

**1949** Rolls-Royce Silver Wraith rarer edge sports saloon, by Park Ward, black with fawn hide, 600 miles only.

**TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2.** Blackfriars 9265. [4144]

**HAROLD RADFORD & Co., Ltd.**

**INVITE** you to call and inspect their unique selection of Rolls-Royce cars.

**1937** (October) Rolls-Royce Phantom III 4-light limousine by Barker, with sunshine roof and large built-in luggage boot, licence surrendered in 1939 and car unused until May, 1949, mileage 21,270, black and brown with beige leather upholstery, a specimen car, indistinguishable from new throughout.

**1938** (April) 25-30 Rolls-Royce limousine by Park Ward, black, brown leather in front, low mileage, recently reconditioned and in immaculate condition throughout, chassis 4163.25.

**1939** Rolls-Royce 4-light rarer edge saloon with disappearing division and built-in boot by Windover, black with black leather in front and cloth at rear, mileage 35,500, in beautiful condition throughout.

**HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7.** Tel. Kensington 6642 (5 lines).

**MASCOT MOTORS, Ltd.**, offer the following:—

**1938** 30hp Barker 4-light saloon.

**1935** and 1933 25hp Hooper sports saloons.

**1934** 25hp Park Ward saloon and Connaught drop head foursome coupe.

**1933** 25hp T. & M. 7-seater limousine.

**1930** 25hp H. J. Mulliner Weymann saloon

**WE** are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

**MASCOT MOTORS, Ltd.**, 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [4107]

**1937** Rolls-Royce 25-30 Mayfair sports saloon with division; £1,750; also

**1936** Rolls-Royce 20-25 Hooper 7-seater swept-back limousine; £1,500; also

**1949** Rolls-Royce Silver Wraith foursome drop head coupe, 6,000 miles.—George Newman & Co., 369, Euston Rd., N.W.1. Euston 4466. [4233]

**CHARLES FOLLETT, Ltd.**, Accredited Rolls-Royce and Bentley retailers and repairers, offer:—

**1938** saloon by Barker, black, blue leather, radio, heater, discs, 64,000 miles, excellent history, 2 owners only; £2,100.

**18** Berkeley St., W.1. May 6266.

**SERVICE** Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [4301]

**ARCHIE SIMONS & Co., Ltd.**—1935 Rolls-Royce 7-passenger limousine by Windover, leather throughout; £1,295.

**1937** Rolls-Royce 7-passenger limousine by Hooper, swept tail; £1,650.—94, Gt. Portland St., W.1. Lan. 1545. [4116]

**OWNER-DRIVER** 1935/25hp Barker coachwork 4-door saloon, bucket seats, large boot, modern lines, delightful condition, exceptional carriage.—Below.

**OWNER-DRIVER** 1934 Phantom Rolls-Royce Sports Saloon, bucket seats, capacious boot, attractive carriage.—Below.

**WRAITH** 1941 Owner-Driver 30hp rarer edge 4-door Sports Saloon, large bucket seats, large boot, 44,000, meticulously maintained, reasonable cost. Seen: Alpe & Saunders, Providence Court, Grosvenor Square, 2941-Mayfair. [4425]

**1935** ward, privately owned; £975.—Moreton Garages, Albert Embankment, S.E.11. Reliance 4016.

**EDWARDS & Co. (BOURNEMOUTH), Ltd.**, Bournemouth, Tel. 1276-3, officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock. [4971]

**1934** Phantom II cabriolet de ville, Park Ward, 55,000 miles, new tyres; £625.—Frank Dale, 66, Prince's Gate, Mews, Exhibition Rd., S.W.7. Kensington 6860. [3020]

**ROLLS-ROYCE** 25-30 1937 model, registered 1939, with Thrupp 6-light saloon body without division, mileage under 6,000, first-class condition throughout; £2,000.—Box 5641. [5126]

**1927** Rolls-Royce, rebuilt entirely with new Counterman saloon, modern lines, unused since—L. F. Dove, 111-113, Addiscombe Rd., Crofton, Addiscombe 3066. [2736]

**CHASSIS** 1933 Long Phantom (PY series) 6-wheels, discs, wings, cab etc. exceptional, immediate delivery, £395, Bryan 2, Providence Court, Grosvenor Square, Mayfair. [4422]

**1934** 20-25 Rolls-Royce drophead foursome coupe, Thrupp & Maberly, 41,000 miles, genuine, immaculate condition everywhere; £1,375.—J. F. Crawley, Western 6015. [3010]

**1935** Rolls-Royce 25hp 7-seater limousine by Windover, finished black, face forward occasional, specimen condition; reasonable offers invited.—Hattons, Lord St., Southampton, Tel. 2268. [4277]

**1** IMOUSINES, 20-25 and 25-30hp, roomy Hooper limousines, mileages all under 40,000, not ex-hire, from £1,000; exchanges, hire purchase, £150.—Ken-Gore, 56, North Audley St., W.1. Mayfair 3360. [3504]

**1934** (Oct.) Rolls-Royce 20/25 limousine by Barker, ride control, in really magnificent condition, park expansion, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 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2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 2968, 2969, 2970, 2971, 2972, 2973, 2974, 2975, 2976, 2977, 2978, 2979, 2980, 2981, 2982, 2983, 2984, 2985, 2986, 2987, 2988, 2989, 2990, 2991, 2992, 2993, 2994, 2995, 2996, 2997, 2998, 2999, 3000, 3001, 3002, 3003, 3004, 3005, 3006, 3



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## B. &amp; G. MOTORS offer:-

**£285**—M.G. 12hp supercharged Magnette 2-seater, full touring equipment, really fast car.  
**£235**—Riley 3-Lynx open sports 4-seater, black, immaculate appearance, superb hood and side-screens, excellent tyres, faultless car.  
**£215**—Singer Le Mans special 2-seater, taxed, black and silver, specially tuned engine with bronze head, etc. very smart.  
**£150**—Austin 750cc Ulster T.T. 2-seater, taxed December, B.P. bucket engine with pressure fed crank, etc., outside exhaust, fold-flat screen, tonneau cover with slip, etc.  
**£95**—Austin 750cc open sports special 2-seater, taxed December, new hood, fold-flat screen, fast, attractive little car.  
**£45**—Austin 7 open 4-seater, green, really sound mechanically and an excellent little runabout, 1928 vintage, special hood obviously built by someone in the throes of delirium tremens, otherwise a little beauty.  
 E.R.M.S. exchanges—B. & G. Motors Early Mews, 1, Arlington Rd., Camden Town, N.W.1. Gulliver 3578.

## ROWLAND SMITH'S for sports cars.

**425** gns.—Riley Ulster Imp. 1934, 5hp special sports 2-seater, light blue, blue leather, close ratio gear box, mainshaft racing carburetors and magneto, outside exhaust, new Dunlop, carefully used, exceptional condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube).—Hampstead 6041.

## G. SMITH (MOTORS), Ltd., offer:-

**1947** (August) T.C. M.G. mileage 12,000, black, fitted with 13 Smith (Motors) 13-19, East Dulwich Rd., S.E.22. New Cross 4444.

## RAYMOND WAY, the hire purchase specialists!

**RAYMOND WAY**, of Kilburn

**50** sports cars of all types under £300

**5%** discount for cash customers.

## CARS and motor cycles wanted in part exchange

**RAYMOND WAY**, Canterbury Rd., Kilburn N.W.6 (150 yds Kilburn Park Station, Bakerloo Line).  
 M31 6044 100 Kilburn.

**VERITAS** 1500 2-seater; and 1949 Frazer Nash 1.6 Mans Replica; others.

**ANTHONY CROOK MOTORS**, Town End, Caterham Hill, Surrey S.M.66.

**PERFORMANCE CARS**, of 21, Daleham Mews, Belaire Lane, N.W.3 (Ham. 8707), offer with 3 months' written guarantee:-

**1937** (September) Alvis Speed 25 'ouner by Vanden Pinder, £570; 1934 Alvis Speed 20 'ouner by Vanden Pinder, £200; 1934 Riley Kestrel 9 saloon, £145; 1935 Riley Falcon 12/4 saloon, £225; 1936 M.G. T.4 2-seater, black, £250; 1934 M. 35 2-seater, red, £210; 1932 M.G. D. type, 4-seater, red, £145; 1940 M.G. T.4 2-seater, £385; 1937 Renault Primaquatre 18hp drop head four door, £195; 1937 Renault 18hp black, £275; 1936 Single 9 Le Mans 2-seater, slantback, twin spares, £190; 1937 S.B. Jaguar 10, 2-seater, £450; 1934 Rolls-Royce 21hp coupe, four-wheel brakes, £150; 1940 Peugeot 203 de grande lux saloon, £425; 1935-41 Delage D58 streamlined coupe by Figoni, 1 F.S., £325; 1925 Bentley 3-litre red label 2-seater, 5ft 10 m.p.h. chassis, £225; 1931 Bentley 4-litre saloon, £250; 1929 Buick saloon, amazing condition, £40; 1937 Triumph 14hp Vitesse six-light saloon, £220; 1937 Morgan 4/4 2-seater, £295; immediate insurance, hire purchase on all cars; regret unable to cope with written enquiries until further notice.

**1934** Lagonda Rapier 10hp twin ohc. E.N.V. pre-selector gear box, sports 2-seater; £230, or part exchange for M.O. T.A. Tickford coupe.—R. S. Enterprise 5752.

**£150**—Riley Nine in special ultra lightweight aluminium body, 2 and occasion 4-attr. mechanically and bodily in magnificent condition.—Bourne, 12, Crompton Ave., Redale, Epsom.

**CITROEN** drop head roadster 12hp 1938, excellent condition, tyres, engine reconditioned 8,000 miles, new hood; £365 or exchange open sports or American drop head.—Malan, 3, Beechey Rd., Bournemouth, Tel. 723.

**V8** C.S.M. Special, first registered Feb. 1949, Mercury engine, 4-speed gear box, telescopic shock absorbers, an exceptional high performance car, finished blue; £535.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 0011.

**TALABOR** 102 D.P. outcrop tail 4-str., red, 1938, P.J.361 ex-Hu; Eaton-Brian Lewis Alpine trial winner, timed 1937 at 96 mph over 1/4-mile, perfect throughout; £275 or offer. Details from Elmbridge 8665. 8, Malvern Rd., Surbiton, Surrey 4602.

**R.A.H.** special, fitted bottled up 1,500cc Hotchkiss engine, underslung short chassis with super sports 2-str. body, green and cream, racing screens, outside exhaust and handbrake, goes like the wind, sacrifice owing to increase in family, £115; or exchange small hp saloon.—70, Birchfield Rd., Northampton, Tel. 2968, 14048.

**ALVIS** engine 4 1/2-litre 8-cylinder 1939 special, I.F.S. S/C box, £10 tax, Delage D.M.S. saloon, beautiful order, £175; 1939 16hp d.h. coupe, £181; 1932 2-litre short chassis 4-seater, £175; 1931 1533 Monaco saloon, very fine condition, £175; Wolseley E.W. Special 1933 4-seater, £175; Standard 1931 10hp saloon, £285; immediate hire purchase.—Alton Garage, The Alvis People, 17, Brook Mews North, Craven Rd., Farringdon 3952 & 4710.

**BUGATTI** Grand Prix 51 type supercharged, ex-works car, cost over £10,000 (see Racing Cars), Darracq 1939 model 4-litre, streamlined Pan Show coupe by Figoni & Falaschi, 17,000 miles, as new, royal blue; Hotchkiss Paris Nice, choice of 2-door sports saloons, maroon and blue; 2 1/2-seater fixed head coupe, Swiss blue; 4-door sports saloon, very low mileage, identical to current model, new condition, royal blue; Lancia Aprilia Farina four-door drop head, 1939 model (reg. 1948), low mileage; Mercedes-Benz, choice of 1937 model supercharged 500K roadster 2-seater, beautiful condition, maroon and black; 1939 model 500K 2 1/2-seater drop head, £200 works overhaul after long storage, ivory and beige, as new; Talbot 110 (ex Mils Cooper), Brooklands record car, 190 mph, super sports Brooklands 2-seater, rebuilt, fabulous cost, beautiful condition.

**CHIPSTEAD MOTORS**, The Onslow Garage, 197, Fulham Rd., London S.W.3. Flaxman 0052. 13589.

## Sports Spares Wanted

**ROWLAND SMITH'S**, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

**ARTLEY**—cars interest—buyers—choice of sports types of sports cars.—27a, Pembridge Villas, W.11.

## PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.3, Hampstead 8707.

**AUTOMENDERS** are enthusiastic repairers, tuners and modifiers.—Automenders, Lowerthorpe Garage, Ferry Rd., Barnes, S.W.13, Riverside 6498. 10753.

**S.S.**  
 S.S. 2 1/2-litre super sports modern low rakish 4-seater, raised scuttles, fold-flat screen, slip tonneau, env. hood, screens, all in immaculate condition, 32,000, taxed year, 25mpg, extra, reg. 31/5/34, looks 1948, green and chrome, showroom cond., handbook; £400 or first; property of private enthusiast, genuine.—D. Mariton, 8, Grendesdale 4, Thornbury, Bradford, Yorks.

**S.S. Cars Wanted**  
**ROWLAND SMITH'S**, the sports buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10838.

## STANDARD 8

**SIMPSON'S MOTORS** offer:-

**1947** (late) Standard 8, 8,000 miles, immaculate motor; £500.

**SIMPSON'S MOTORS** (WEMBLEY), Ltd. (American Car Specialists), Wembley 3903.

**CHARLES RICKARDS**, Ltd., the house of standing and repute.

**1947** Standard 8 drop head coupe, fawn, carefully used, low mileage; £495.

**56** Bayswater Rd., W.2 (next door to Lancaster Gate Tube Station), Tel. Paddington 1820. 14131.

**STANDARD 1947** saloon, 8hp, 19,000, excellent condition; £450.—Box 589.

**1939** Standard 8; £310.—Kings Motors, 1, High St., Hounslow, Tel. 3532. 14202.

**1948** Standard 8 4 seater, 2336, very exceptional condition, taxed and mainshaft by Stanley.

**RONALD KENT** (COACHBUILDERS), Ltd. Coal Wharf Rd., W.12, Tel. She. 3456. 11303.

**265** gns.—1940 Standard 8 4 seater, excellent condition.—Autopans, 5, Balham High Rd. Balham 1509.

**OPEN 4-seater** Standard 8, 1948, very small motor, £425.—Wadcol Motors, 150, West End Lane, N.W.6, Hampstead 1177.

**1939** Standard 8 saloon, excellent runner; £280. —Smith & Hunter, 376, Kensington High St., W.14, Western 2312.

**1946** Standard 8hp saloon, black, one owner; £410. —John W. Autol, 2336, St. Sanderstead Rd., South Croydon, Sanderstead 4260.

**1948** Standard 8hp d/h four-door coupe, carefully used; £525.—Colin Haines, Ltd., 30a, Bourdon St., W.14, Western 2336.

**1947** Standard 8 coupe, 16,000, Oilcol, Fram immaculate; £500; consider exchange; private.—919, Warwick Rd., Solihull, Warwick.

**1946** Standard 8, 1946, excellent condition throughout; £425.—Vandervell (buyers of used cars), 215, Havestock Hill, N.W.3, Primrose 4441.

**£295**—1940 Standard 8 4 seater, good runner, new hood, good tyres, taxed rear.—Stanley White House, Offham, Maidstone, Tel. West Malling 3126.

**1947** Standard 8hp, 10,000 miles, black with lawn leather upholstery; £495.—R.E.P. Garages, Ltd., 302-6, King St., Hammersmith, W.6, Riverside 2861-2.

**1948** Standard 8, spare unused, 6,000 miles, H.M.V. push-button; £565.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4, Watford 5311.

**£298**—Standard 8 1939 drop head coupe, excellent hood, little used, choice of two; many others. Benmotors, 1, Clarendon Rd., Holland Park, London, W.11, Park 4261. Open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). 14072.

**STANDARD 9**  
 179 gns.—1936 Standard 9 4-door de luxe, excellent condition; £425.—Autopans, 5, Balham High Rd. Balham 1509.

**£285**—Standard 9 1937 saloon, really excellent appearance and condition throughout, choice of two; many others.—H. A. Saunders, Ltd., 144, Golders Green Park, London, W.11, Park 5066-7. Open Mon. to Sat. 9-6 (50 yds. Holland Park Tube). 14073.

**STANDARD 10**  
 1939 Standard 10 de luxe saloon, good condition; £310.

**BARNES GARAGES**, 315, Finchley Rd., London, N.W.3, Hampstead 2221, Mal. 1627. 14546.

**STANDARD 12**  
 1939 Standard 12 d/h coupe, 1949 condition; £445.

**1938** Standard 12 d/h coupe, very nice order; £335.—Smith & Hunter, 376, Kensington High St., W.14, Western 2312.

**1939** Standard 12 drop head coupe, black and red leather, fitted radio, very clean throughout; £445.

**JOHN CAMPBELL MOTORS**, 415, Holloway Rd., N.7, North 4441.

**1947** September Standard 12 de luxe saloon, reg. 15,000 miles, equal to new in every way; £725.—348, King St., Hammersmith, Riverside 2837-8.

**1948** (August) Standard 12 drop head coupe, black with red upholstery, 13,000 miles, first class throughout, one owner; £765.—Bells Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185.

**£485**—1939 Standard 12hp four-door drop head coupe, immaculate bodywork, tiny mileage, careful maintenance makes this vehicle exceptional value at this price; another nearly identical, slightly cheaper, £485; both sold with Lamb's three point charter, ask for details, hire purchase, exchanges, written guarantee.—Lamb's of Wood Green, Caxton Rd., N.22, Bows Park 4297.

**£345**—Standard Flying 12hp saloon 1938 (July), fitted 14hp body, very desirable car, finished in original black cellulose with plain trimmed red leather interior, one owner, since new, engine just decarbonised and thoroughly reservised by same county Standard distributors who have maintained this car since new; several extras.—Camden Motors, Lake St., Leighton Buzzard, Beds, Tel. 2041-2-3. Easy and confidential hire purchase facilities, part exchanges; see our full page advert in this issue. 14659.

**PRIDE & CLARKE**, Ltd.  
 1946/8 Standard 14 saloons, choice of 4; from £575; terms 18-24 months; exchanges, lists.—Stockwell Rd., S.W.9, Bri. 6251. 14647.

**H. A. SAUNDERS**, Ltd., offer:-

**1948** Standard 14 saloon black with red leather upholstery, 7,000 miles; £815.

**H. A. SAUNDERS**, Ltd., Austin House, High Rd., N.11, Finchley 100, yds. north of Talbot Corner) Hillside 0024.

## STANDARD 14 1948, low mileage, black, fitted radio, as new; £795.

**THE PANTLES SERVICE GARAGE**, Portsmouth Rd., Burgham, Nr. Guildford, Surrey, Guildford 5386.

**1946** Standard 14 saloon, black, low mileage, as new, in excellent condition and thoroughly reconditioned; £625.

**FERRARIS** of Crickwood, Ltd., 200-220 Crickwood Broadway, N.W.2, Gls. 2-54.

**1948** Standard 14 saloon, one owner, immaculate; £765.—Broadway Motors, 67, High St., Hounslow, Tel. 0175.

**1948** Standard 14hp saloon, leather, sunshine roof; £775.—George Newman & Co., 369, Euston Rd., N.W.1, Euston 4466.

**1947** August Standard 14, radio, grey, leather; £725.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4, Tel. Hendon 8084-5-6.

**STANDARD 20**  
 1937 Standard Flying Twenty; bargain £135.—Barnes Garages, 315, Finchley Rd., London, N.W.3, Hampstead 2221, Mal. 1627. 13941.

**WALTER SCOTT**, Ltd.—Late 1937 Standard 20 20hp sports saloon, black, excellent condition; bargain, £295.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 5914. 12771.

## STANDARD VANGUARD

**HAROLD PERRY**, Ltd., Invicta Works, 279, Balwade Lane, North Finchley, N.12, Tel. Hillside 4444.

**1949** Standard Vanguard saloon, colour bronze, brown leather, mileage 9,000, in perfect condition; £965.

**W. L. L. PERRY**, Ltd., Invicta Works, 279, Balwade Lane, North Finchley, N.12, Tel. Hillside 4444.

**BROOKLANDS**  
 1949 Standard Vanguard van, fitted radio, excellent condition throughout.

**103** New Bond St., W.1, Tel. Mayfair 8351-6. 14536.

**PRIDE & CLARKE**, Ltd.

**1949** Standard Vanguard, 11,000 miles, heater, H.M.V. radio; £925; terms 18-24 months; exchanges, lists.—Stockwell Rd., S.W.9, Bri. 6251. 14648.

**VERSALES CARS**, Ltd.

**1949** Standard Vanguard, black, radio and heater, 6,800 miles; £965.

**VERSALES** Ltd., 217, Bromp-on Rd., Knightsbridge, S.W.3, Tel. Kensington 7475.

**1949** Standard Vanguard saloon, green with red upholstery, 4,000 miles; £965.

**H. A. SAUNDERS**, Ltd., Austin House, High Rd., N.11, Finchley 100, yds. north of Talbot Corner) Hillside 0024.

**VANGUARD 1949** (June), blue with black, a car with no 1000 Vangol Motors, 150, West End Lane, N.W.6, Hampstead 1177.

**GORDON CARS (LONDON)**, Ltd.—1949 Vanguard saloon, green, radio, heater, as new.—Gordon House, 375, Euston Rd., N.W.1, Euston 6611.

**ROSE & YOUNG**, Ltd., offer 1949 Standard Vanguard saloon, grey, radio, heater, bargain; £875.—45-69, St. James's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464.

**STANDARD MISCELLANEOUS**  
**CAR MART**, Ltd.

**STANDARD 12** coupe, 1948, 11,000 miles; £875.

**STANDARD Vanguard** saloon, 2,000 miles, 6 months' guarantee.—Car Mart, Ltd., 320, Euston Rd., N.W.1, Euston 1212.

**COACHCRAFT** offer:-

**£165**—1936 Standard 10 12hp 4-door saloon de luxe, leather upholstery, engine reboiled, bodywork original and in very good order, good tyres, above average condition.

**COACHCRAFT**, Elm Rd., Evesham, Tel. 6539. 14477.

**GORDON CARS (LONDON)**, Ltd.—1948 Standard drop head coupe, black, radio, particularly attractive.—Bows Park.

**GORDON CARS (LONDON)**, Ltd.—1947 Standard 8 saloon, black, as new.—Bows Park.

**GORDON CARS (LONDON)**, Ltd.—1947 Standard 8 drop head coupe, grey/blue, excellent condition.—Gordon House, 375, Euston Rd., N.W.1, Euston 6611.

**1948** Standard 8 4 seater, excellent condition; £645; and 1939 Standard 14, £375.

**1939** Standard 8hp saloon, excellent throughout; £350.—94, Gt. Portland St., W.1, Lan. 4117.

**CARRS AUTO SALES**, Ltd., Croydon-Purley area / distributors, always have low-mileage Standard and Triumph cars available.—Croydon 6088.

**TANKARD & SMITH**, Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3, Tel. Flax 4801-3.

**Standard Cars Wanted**  
**C. M. THE CAR MART**, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1, Grosvenor 3434.

**ROWLAND SMITH'S** the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

**STANDARD Vanguard**, low mileage, covenant, free.—Herbert Robinson, Ltd., Regent St., Cambridge.

**STANDARD MOTOR CO.**, Ltd., for your Standard, 15, Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15.

**TIMMS MOTORS**, Colnett Rd., Putney, S.W.15. Cash buyers of Standard cars, all models.—Putney 5667.

**WANTED** by private purchaser, low-mileage, 1948 Standard 12 or 14 saloon.—Stead, 52, Thornhill Ave., Huddersfield. 14678.

**CASH** buyers of low-mileage Standard 12 1/4 vans; guards; distance no object.—Hattons Lord St., Southport, Tel. 2268.

**JOCK OLING**, Ltd., 8-10, North Audley St., W.1, J. Standard retailers, require cars in first-class condition, Mayfair 5242.

**ALBERT FARNELL**, Ltd., would appreciate the offer of a Standard 14 wishing to sell—75, Mannersham Lane, Bradford, Tel. 2827-8.

**STARNES MOTORS**, 105, Crickwood Broadway, N.W.2, require modern Standard cars in really good cond.; cash or exchange.—Tel. G.A. 2480. (0431)  
**DVERTISER** wants 39-40 Standard 14 drop head coupe, body and upholstery must be thoroughly good; advertiser has replacement engine to fit; price must be reasonable.—Box 5644. (5132)

### Standard Spares and Service

**S & T**  
 SERVICE and spares for all models.

**MANUFACTURERS'** largest stockists in Britain of Standard and Triumph spares and service exchange assemblies.

**STANDARD & TRIUMPH SALES**, Ltd., London Distributors, Junction Boundary Road and Abbey Road, N.W.4, Wood, N.W.8, Maida Vale 9114 (10 lines).

**STANDARD and Triumph spares, sales and service**—R. Martin, Standard House, Highgate Village, N.6, Maida Vale 3413. (0408)

**BARKERS MOTORS (LONDON)**, Ltd., Tel. Balham 6666 for Standard spares, sales and service.—209, Balham High Rd., S.W.17. (10522)

**REPAIRS and service for Standard and Triumph cars** by the Standard agents.—Kerross Garage, Highways Grange, N.5, Canonbury 3190. (0294)

**STANDARD spares for all models, largest provincial** stockists.—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 332). (0359)

**SPARE parts by return of post**; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby, Lincs. 5486. (0475)

**LANKESTER ENG. CO., Ltd.** (distributors in Surrey and Essex 1911); full range of spares; phone, write or call; orders despatched immediately.—39-43, Eden St., Kingston, Ktn. 5151-4. (0286)

**STANDARD** large stocks.—Post your spares to Northdown Motor Co., Northdown Rd., Margate, distributors of Standard Vanguard and Triumph cars in the South of England. 1182. (0438)

**K. J. MOTORS, Ltd.**, have available for immediate delivery reconditioned engines and vast stocks of spares for all models.—Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Ray 1567-7-8-9. (0567)

**HALLS (Finchley) Ltd.**, have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley N.3. Finchley 5908-9. (0002)

### STUDEBAKER

**CLAND & TABOR, Ltd.**, offer:—

**1937** 26hp Studeraker fixed head coupe, overdrive, heater, new condition; £375. (3510)

**APPLY** North Road Garage, Welwyn 481. (3510)

**BRAY MOTORS**—£375, 1937 Studeraker President, immaculate, black, cloth, good tyres, beautiful running. (4106)

**BRAY MOTORS**, 180-184, West End Lane, N.W.6, B. Hampstead 6490. (4637)

**1947** Standard 2-door saloon, finished maroon, one owner, 10,000 miles, left-hand drive, no car; £1,295.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. (4188)

### Studebaker Cars Wanted

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd., wish to purchase all models Studebaker—Wembley 3505.

### Studebaker Cars Wanted

**WANTED**, pre-war Studebaker sports saloon or coupe, must be in first-class condition, chassis and body. —Box 5769. (14045)

### SUNBEAM-TALBOT

**BROOKLANDS**, 1949 Sunbeam-Talbot model 90, metallic grey, brown leather, fitted radio and heater, immaculate throughout. (14537)

**103** New Bond St., W.1. Tel.: Mayfair 8351-6. (14537)

**CAR MART, Ltd.**, 1949 Sunbeam-Talbot 80, 1949, saloon, 6,000 miles; £1,195.—Car Mart, Ltd., 150, Park Lane, W.1. (1471)

**TOM GARNER, Ltd.**, offer:—

**1949** Sunbeam-Talbot 80 sports saloon, gunmetal with grey leather, 4,500 miles only. (4147)

**TOM GARNER**, 925-6, 10-12, Peter St., Manchester, 2. Blackfriars 925-6. (4147)

**HAROLD RADFORD & Co., Ltd.**, 1949 Sunbeam-Talbot 80, fitted radio, one owner, 10,000 miles, silver, green, with radio, in first-class condition throughout; attractive car, black, brown, leather, one owner, £695. (1471)

**HAROLD RADFORD & Co., Ltd.**, Merton Court, South Kensington, S.W.7, Tel. Kensington 6642 (5 lines).

**CLANFIELD LAWRENCE** offer:—

**1948** Sunbeam-Talbot 10, fitted radio, metallic grey; £750.—407, High Rd., N.12, Finchley 0981. (1442)

**1948** (April) Sunbeam-Talbot 4 d. coupe, 14,000 miles, metallic grey, excellent condition throughout; £895. (1442)

**WALTON-ON-THAMES MOTOR Co., Ltd.**, Walton 200. (14653)

**CATEHOUSE** offer:—1940 (July) Sunbeam-Talbot 4, 14,000 miles, semi-racer, fitted with division, one owner, a very attractive car; £695. (1471)

**CATEHOUSE MOTORS, Ltd.**, Highgate Village, London, N.6, Mountview 4444. (13443)

**GORDON CARS (LONDON)**, Ltd.—1948 Sunbeam-Talbot saloon, grey/grey cloth, one owner only, 10,000 miles, 375, Euston Rd., N.W.1 Euston 6611. (1471)

**SUNBEAM-TALBOT** 80 saloon, green, 6,000 miles, unmarked, registered July 49; £1,250 or near offer.—Goldenhill, 35, St. Stephens Rd., London, E.5. Advance 2406. (14433)

**1949** Sunbeam-Talbot 80 Streamline saloon, excellent condition; attractive car, black, brown, leather, one owner, 6,000 miles, £1,250 or near offer. —Goldenhill, 35, St. Stephens Rd., London, E.5. Advance 2406. (14433)

**DECEMBER**, 1947, 2-litre Sunbeam-Talbot 4, black, one owner, 6,000 miles, genuine in every way, indistinguishable from new; £985.—R. F. Fugate, Ltd., Bushey Heath, Herts. (4222)

**1948** Sunbeam-Talbot saloon, black, low mileage, one owner, excellent proposition; £850; also purchase and exchanges.—Golly's Garage, Earl's Court Rd. S.W.5, Probiar 0063. (4094)

**1939** Sunbeam-Talbot 10hp drop head coupe, in splendid condition throughout, a most attractive car; £450.—Moore's, 5, Murrey Mews, Murrey St., W.1. 8.30 a.m. to 6 p.m. (4313)

**1949** Type 90 saloon, 8,500 miles, metallic bronze/red hide upholstery, fitted H.M.V. radio, faultless condition; £1,435.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11, Speedwell 0011. (14581)

**1949** (Feb.) Sunbeam-Talbot 80 saloon, in bronze with red leather, guaranteed 9,000 miles, only, as new; £1,095.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (14581)

**1949** (April) Sunbeam-Talbot 80 saloon, in bronze and red leather, guaranteed 9,000 miles, perfect throughout; must sell, £975, first cash secure.—Knowlton, 43, Cardington Rd., Bedford. Tel. 6835. (14581)

**1946** Sunbeam-Talbot 10hp sports tourer, black, one owner throughout, export model right-hand drive, excellent condition, engine reconditioned, last year; bargain, £540.—R. Webb, Wood Farm, Bawdeswell, E. Dereham, Norfolk. Tel. Bawdeswell 230. (14581)

**Sunbeam-Talbot Cars wanted**

**R. ROOTES**

**DISTRIBUTORS**

**REQUIRE** modern low-mileage Sunbeam-Talbot cars.

**BIRMINGHAM**—Lower Temple St. (Central 8411.)

**MANCHESTER**—129, Deansgate. (Blackfriars 6677.)

**MAIDSTONE**—(Maidstone 3333.)

**CANTERBURY**—(Canterbury 3232.)

**ROCHESTER**—(Chatham 2251.)

**WROTHAM Heath**—(Borough Green 4.)

**ROOTES, Ltd.**, Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (1011)

**ROWLAND SMITH'S**, the Sunbeam-Talbot buyers.—Hamstead High St. (Hamstead Tube). Ham. 0990

**EDWARDS** immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. (10090)

**CASH** buyers of low-mileage Sunbeam-Talbot 10s 11s 12s 13s 14s 15s 16s 17s 18s 19s 20s 21s 22s 23s 24s 25s 26s 27s 28s 29s 30s 31s 32s 33s 34s 35s 36s 37s 38s 39s 40s 41s 42s 43s 44s 45s 46s 47s 48s 49s 50s 51s 52s 53s 54s 55s 56s 57s 58s 59s 60s 61s 62s 63s 64s 65s 66s 67s 68s 69s 70s 71s 72s 73s 74s 75s 76s 77s 78s 79s 80s 81s 82s 83s 84s 85s 86s 87s 88s 89s 90s 91s 92s 93s 94s 95s 96s 97s 98s 99s 100s 101s 102s 103s 104s 105s 106s 107s 108s 109s 110s 111s 112s 113s 114s 115s 116s 117s 118s 119s 120s 121s 122s 123s 124s 125s 126s 127s 128s 129s 130s 131s 132s 133s 134s 135s 136s 137s 138s 139s 140s 141s 142s 143s 144s 145s 146s 147s 148s 149s 150s 151s 152s 153s 154s 155s 156s 157s 158s 159s 160s 161s 162s 163s 164s 165s 166s 167s 168s 169s 170s 171s 172s 173s 174s 175s 176s 177s 178s 179s 180s 181s 182s 183s 184s 185s 186s 187s 188s 189s 190s 191s 192s 193s 194s 195s 196s 197s 198s 199s 200s 201s 202s 203s 204s 205s 206s 207s 208s 209s 210s 211s 212s 213s 214s 215s 216s 217s 218s 219s 220s 221s 222s 223s 224s 225s 226s 227s 228s 229s 230s 231s 232s 233s 234s 235s 236s 237s 238s 239s 240s 241s 242s 243s 244s 245s 246s 247s 248s 249s 250s 251s 252s 253s 254s 255s 256s 257s 258s 259s 260s 261s 262s 263s 264s 265s 266s 267s 268s 269s 270s 271s 272s 273s 274s 275s 276s 277s 278s 279s 280s 281s 282s 283s 284s 285s 286s 287s 288s 289s 290s 291s 292s 293s 294s 295s 296s 297s 298s 299s 300s 301s 302s 303s 304s 305s 306s 307s 308s 309s 310s 311s 312s 313s 314s 315s 316s 317s 318s 319s 320s 321s 322s 323s 324s 325s 326s 327s 328s 329s 330s 331s 332s 333s 334s 335s 336s 337s 338s 339s 340s 341s 342s 343s 344s 345s 346s 347s 348s 349s 350s 351s 352s 353s 354s 355s 356s 357s 358s 359s 360s 361s 362s 363s 364s 365s 366s 367s 368s 369s 370s 371s 372s 373s 374s 375s 376s 377s 378s 379s 380s 381s 382s 383s 384s 385s 386s 387s 388s 389s 390s 391s 392s 393s 394s 395s 396s 397s 398s 399s 400s 401s 402s 403s 404s 405s 406s 407s 408s 409s 410s 411s 412s 413s 414s 415s 416s 417s 418s 419s 420s 421s 422s 423s 424s 425s 426s 427s 428s 429s 430s 431s 432s 433s 434s 435s 436s 437s 438s 439s 440s 441s 442s 443s 444s 445s 446s 447s 448s 449s 450s 451s 452s 453s 454s 455s 456s 457s 458s 459s 460s 461s 462s 463s 464s 465s 466s 467s 468s 469s 470s 471s 472s 473s 474s 475s 476s 477s 478s 479s 480s 481s 482s 483s 484s 485s 486s 487s 488s 489s 490s 491s 492s 493s 494s 495s 496s 497s 498s 499s 500s 501s 502s 503s 504s 505s 506s 507s 508s 509s 510s 511s 512s 513s 514s 515s 516s 517s 518s 519s 520s 521s 522s 523s 524s 525s 526s 527s 528s 529s 530s 531s 532s 533s 534s 535s 536s 537s 538s 539s 540s 541s 542s 543s 544s 545s 546s 547s 548s 549s 550s 551s 552s 553s 554s 555s 556s 557s 558s 559s 560s 561s 562s 563s 564s 565s 566s 567s 568s 569s 570s 571s 572s 573s 574s 575s 576s 577s 578s 579s 580s 581s 582s 583s 584s 585s 586s 587s 588s 589s 590s 591s 592s 593s 594s 595s 596s 597s 598s 599s 600s 601s 602s 603s 604s 605s 606s 607s 608s 609s 610s 611s 612s 613s 614s 615s 616s 617s 618s 619s 620s 621s 622s 623s 624s 625s 626s 627s 628s 629s 630s 631s 632s 633s 634s 635s 636s 637s 638s 639s 640s 641s 642s 643s 644s 645s 646s 647s 648s 649s 650s 651s 652s 653s 654s 655s 656s 657s 658s 659s 660s 661s 662s 663s 664s 665s 666s 667s 668s 669s 670s 671s 672s 673s 674s 675s 676s 677s 678s 679s 680s 681s 682s 683s 684s 685s 686s 687s 688s 689s 690s 691s 692s 693s 694s 695s 696s 697s 698s 699s 700s 701s 702s 703s 704s 705s 706s 707s 708s 709s 710s 711s 712s 713s 714s 715s 716s 717s 718s 719s 720s 721s 722s 723s 724s 725s 726s 727s 728s 729s 730s 731s 732s 733s 734s 735s 736s 737s 738s 739s 740s 741s 742s 743s 744s 745s 746s 747s 748s 749s 750s 751s 752s 753s 754s 755s 756s 757s 758s 759s 760s 761s 762s 763s 764s 765s 766s 767s 768s 769s 770s 771s 772s 773s 774s 775s 776s 777s 778s 779s 780s 781s 782s 783s 784s 785s 786s 787s 788s 789s 790s 791s 792s 793s 794s 795s 796s 797s 798s 799s 800s 801s 802s 803s 804s 805s 806s 807s 808s 809s 810s 811s 812s 813s 814s 815s 816s 817s 818s 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1016s 1017s 1018s 1019s 1020s 1021s 1022s 1023s 1024s 1025s 1026s 1027s 1028s 1029s 1030s 1031s 1032s 1033s 1034s 1035s 1036s 1037s 1038s 1039s 1040s 1041s 1042s 1043s 1044s 1045s 1046s 1047s 1048s 1049s 1050s 1051s 1052s 1053s 1054s 1055s 1056s 1057s 1058s 1059s 1060s 1061s 1062s 1063s 1064s 1065s 1066s 1067s 1068s 1069s 1070s 1071s 1072s 1073s 1074s 1075s 1076s 1077s 1078s 1079s 1080s 1081s 1082s 1083s 1084s 1085s 1086s 1087s 1088s 1089s 1090s 1091s 1092s 1093s 1094s 1095s 1096s 1097s 1098s 1099s 1100s 1101s 1102s 1103s 1104s 1105s 1106s 1107s 1108s 1109s 1110s 1111s 1112s 1113s 1114s 1115s 1116s 1117s 1118s 1119s 1120s 1121s 1122s 1123s 1124s 1125s 1126s 1127s 1128s 1129s 1130s 1131s 1132s 1133s 1134s 1135s 1136s 1137s 1138s 1139s 1140s 1141s 1142s 1143s 1144s 1145s 1146s 1147s 1148s 1149s 1150s 1151s 1152s 1153s 1154s 1155s 1156s 1157s 1158s 1159s 1160s 1161s 1162s 1163s 1164s 1165s 1166s 1167s 1168s 1169s 1170s 1171s 1172s 1173s 1174s 1175s 1176s 1177s 1178s 1179s 1180s 1181s 1182s 1183s 1184s 1185s 1186s 1187s 1188s 1189s 1190s 1191s 1192s 1193s 1194s 1195s 1196s 1197s 1198s 1199s 1200s 1201s 1202s 1203s 1204s 1205s 1206s 1207s 1208s 1209s 1210s 1211s 1212s 1213s 1214s 1215s 1216s 1217s 1218s 1219s 1220s 1221s 1222s 1223s 1224s 1225s 1226s 1227s 1228s 1229s 1230s 1231s 1232s 1233s 1234s 1235s 1236s 1237s 1238s 1239s 1240s 1241s 1242s 1243s 1244s 1245s 1246s 1247s 1248s 1249s 1250s 1251s 1252s 1253s 1254s 1255s 1256s 1257s 1258s 1259s 1260s 1261s 1262s 1263s 1264s 1265s 1266s 1267s 1268s 1269s 1270s 1271s 1272s 1273s 1274s 1275s 1276s 1277s 1278s 1279s 1280s 1281s 1282s 1283s 1284s 1285s 1286s 1287s 1288s 1289s 1290s 1291s 1292s 1293s 1294s 1295s 1296s 1297s 1298s 1299s 1300s 1301s 1302s 1303s 1304s 1305s 1306s 1307s 1308s 1309s 1310s 1311s 1312s 1313s 1314s 1315s 1316s 1317s 1318s 1319s 1320s 1321s 1322s 1323s 1324s 1325s 1326s 1327s 1328s 1329s 1330s 1331s 1332s 1333s 1334s 1335s 1336s 1337s 1338s 1339s 1340s 1341s 1342s 1343s 1344s 1345s 1346s 1347s 1348s 1349s 1350s 1351s 1352s 1353s 1354s 1355s 1356s 1357s 1358s 1359s 1360s 1361s 1362s 1363s 1364s 1365s 1366s 1367s 1368s 1369s 1370s 1371s 1372s 1373s 1374s 1375s



**NAYLOR & ROOT, Ltd.**—1949 Triumph 2000 saloon, smoke grey, grey leather, 15,000 miles, heater, spot-lamp, etc., spare unused, unblemished throughout; £1,195; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. 4/654

**£855**—1949 Triumph 1800 Roadster, 1948, black with blue leather, immaculate condition throughout, very small mileage, one owner, fitted heater and radio, original tyres, in excellent condition.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Easy and confidential hire purchase facilities, part-exchanges. See our full-page advert in this issue. 4/667

#### Triumph Cars Wanted

**C THE CAR MART, Ltd.**, wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

**ROWLAND SMITH'S**, the Triumph buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041.

**MARSTON MOTOR CO., Ltd.**, for your Triumph.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. 10182

**CASH** buyers of low-mileage 1800 and 2000 Triumphs. Distance no object.—Hattons, Lord St., Southampton. Tel. 2268. 10804

#### Triumph Spares and Service

**S&T SERVICE** and spares for all models

**MANUFACTURERS' largest stockist in Britain of Standard and Triumph spares and service exchange assemblies.**

**STANDARD & TRIUMPH SALES, Ltd.**, London (District), Junction Boundary Road and Abbey Road, St. John's Wood, N.W.8. Maida Vale 9114 (10 lines). 8/4448

**N TRIUMPH specialists, service and spares for all models,** including Dolomite type radiator grille.—Newham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646, 11539

**BASIL ROY, Ltd.**—Triumph spares, complete stock. Wholesale and retail.—101, Cl. Portland St., W.1. Langham 772

**PRESELECTION** gear box service; spare parts supplied; recommended specialists.—H. & A. Engineering, 35, Grant Rd., Addiscombe, Croydon, Surrey. 0782

**TRIUMPH spares for post-war models; largest provincial stockists.**—Hollingsdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). 10355

#### UTILITY CARS

**G P (BALHAM), Ltd.**, offer:—

**130**—1936 Morris 8 4-door utility, replacement engine, genuine bargain.—26, Balham Hill, S.W.12. (100 yards Clapham South Tube.) Battersea 5117

**BRAY MOTORS**—£135, 1936 Humber 16 Utility, good runner, sound throughout, unreplaceable bargain. 12621

**BRAY MOTORS**, 190-184, West End Lane, N.W.6. 16642

**£425**—Registered 1947 Morris 10 with late series chassis and excellent wood body, immaculately finished in cream and Spanish brown, drop tail.—Below 4/2

**£395**—wood body, immaculately finished, capable of seating eight, economical and excellent performance.—Below

**£285**—1935 Ford 8hp Scvt Utility, immaculately reconditioned, ideal for use or private use; sold with Lamb's three point charter; ask for details, hire purchase, exchange or outright.—Lamb's of Woking, Green, Caxton Rd., N.22. Boves Park 4144, 4297, 4440

**UTILITY** van, Packard Straight 8, with special roomy body removable seat, radio, well shod all round, well maintained; inspection and trial welcomed.—Box 5720 13402

**1948** Bradford utility, de-luxe, dark blue, perfect condition, £475; hire purchase.—B. & H. Motors, 1, 468, High Rd., Whetstone, London, N.40 Hillside 6671

**1949** (March) A.C. utility, timber body, rear seat, 16,000 miles, the whole immaculate; £850.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185

**1949** 5 and vans, low mileage vehicles, in exceptional condition.—H. A. Saunders, Ltd., 144, Goders Green Rd., N.W.11. Speedwell 0011

**JEEP** covered by Ford, reconditioned engine in year, new clutch, tyres, etc., taxed, excellent condition; special coachbuilt seats; price about £180.—Scott 3261

**Duffield, or Quaker** Ford, 1949, 1948, 1944

**TANKARD & SMITH, Ltd.**, offer 1948 Hillman Minx Phase II shooting brake in grey, moderate mileage, immaculate condition; £725; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—138, Kings Rd., S.W.3. Faxman 4901-2-3. 4121

**OLDSMOBILE**—1937 Straight 8 Utility by Martin Walter of Folkestone, £200 spent on engine and front suspension, silver, must be seen, 8-seater, 6 fold flat, excellent condition throughout; £375.—Johnson, Holcot Motors Farm Cranfield, Beds. Tel. 217. 4331

**HAROLD RADFORD & Co. Ltd.**, specialists in re-designing and building wooden metal-panelled shooting brakes or all-metal Farmlia dual-purpose van bodies, etc.; selection in stock for immediate delivery; tel. or call for full details.—Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Ken 6642

#### Utility Cars Wanted

**ROWLAND SMITH'S**, the Utility car buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 10993

#### Vauxhall 10

**BRUTON'S, Ltd.**, offer 1939 (July) Vauxhall 10 saloon, black, showroom condition, replacement engine; £350. 1987

**14** Osten Mews, Emperor's Gate, S.W.7. Wes. 1242

**1938** Vauxhall 10 4-door saloon, good condition; £295; inspection by appointment.—B. Cockson, 34, Leamington Spa, 1371

**1939** December Vauxhall 10 special 2-door fixed head saloon recently completely overhauled at cost of £200.—£335.—Woking Motors (Surrey Hill), Ltd., Woking 222. 3480

**1939** Vauxhall 10, registered Sept. 1938 silver grey engine, restored, new wings, battery, petrol pump, bumpers, side lights, roof rails, new hub races, new carburettor, new suspension units, new wheel discs and pinion race, blue leather upholstery; £345.—54, Willow Rd., Enfield. 13860

#### Vauxhall 12

**1948** Vauxhall 12 6,000 miles genuine, as brand new throughout; £700.

**PARSONS & PARSONS (GARAGES), Ltd.**, Potter St., Harlow. Potter Street 121. 34348

#### OVERSEAS CARS, Ltd.

**1948** Vauxhall 12 saloon, black; £750.

**OVERSEAS CARS, Ltd.**, 227, Brompton Rd., Knightsbridge, S.W.1. Ken. Kensington 7475. 12755

**GATEHOUSE MOTORS, Ltd.**, Highgate Village, London N.10. N. 10111

**CASSIDY'S MOTOR MART**—1939 Vauxhall 12 de luxe saloon, blue, radio, superb condition; written guarantee.—5, Warren St., W.1. Euston 4110. 19504

**£200** nearest offer: 1934 12-6, in excellent condition, radio, defroster, visor, twin spot lamps, nearly new tyres, taxed and insured, finished in good grey and black cellulose, over £200 has been spent on reconditioning since 1946; offered for sale by its owner since new who has now obtained new car.—O. K. Hardy, 1, Castelneau, Barnes, S.W.13. Riv. 1147. 44064

#### Vauxhall 14

**ROUNDABOUT** offer:—

**1939** Vauxhall 14hp saloon, exceptionally nice condition; £465.

**ROUNDABOUT GARAGE**, Western Ave., Greenford, Middx. Wuxlow 071-5. 4291

**SIMPSON'S MOTORS** offer:—

**1946** Vauxhall 14, left-hand drive; £520.

**SIMPSON'S MOTORS (WEMBLEY), Ltd.** (American Car Specialists), Wembley 3903. 11009

**WADDINGTON MOTORS, Ltd.**, offer:—

**1946** Vauxhall 14 saloon, perfect condition throughout, fitted radio and heater; £695.—Fortune Green Rd., N.W.6. Ham. 2211. 4182

**1938** Vauxhall 14; £290.—Kings Motors, 1, High St., Hounslow, Tel. 3532. 4280

**1947** Vauxhall 14 saloon, excellent condition, 18,000 miles only, black, brown leather; £715.

**CARRIS MOTORS, Ltd.**, Lewisham Bridge, Green Rd., Green 021. 3903

**1937** Vauxhall 14 saloon. £225.—The Lynch Garage (Opp. G.P.O.), Uxbridge, Middx. Tel. 122. 5349

**GORDON CARS (LONDON), Ltd.**—1946 Vauxhall 14 saloon, excellent offer.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. 4269

**1938** Vauxhall 14 saloon; £285.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. Barclays), N.W.1. Tel. Euston 8507 and 1520. 3447

**1938** Vauxhall 14, new engine, very good order; £295.—Barrow Garages, 215, Finchley Rd., London, N.W.3. Hampstead 2221, Mal. 1627. 11190

**14** hp Vauxhall saloon, 1947, black, fitted wireless, for sale by original private owner-driver, condition almost as new, low mileage; nearest £550.—5892

**1948** Vauxhall 14 saloon, blue, fitted radio, heater, etc., low mileage, one owner; £525.—Wentley Motor Motors, High Rd., Wembley. 17190

**NAYLOR & ROOT, Ltd.**—1947 Vauxhall 14 saloon, black, brown leather, recently maintained by one enthusiastic owner, any trial; £575; 3 months' guarantee; choice of 250 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. 4/655

#### Vauxhall WYVERN & VELOX

**J. DAVY.**

**1949** (May) Vauxhall Velox, black, brown hide, 9,000 miles; price £665.

**1949** (May) Vauxhall Wyvern, blue, heater, unused spare, 11,000 miles; £845.

**Vauxhall 12**, January 1948, blue, brown upholstery, one owner, low mileage; £750.—J. Davy Car Sales, 9, Logan Place, Earls Court Rd., W.8. Western 6495. 4183

**CAR MART, Ltd.**

**Vauxhall Wyvern**, 1949, silver 7,000 miles; £885.

**Vauxhall Wyvern**, 1948, saloon, 2,000 miles; £835.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. 4173

**H. A. SAUNDERS, Ltd.**, offer:—

**1949** Vauxhall Wyvern saloon, black, 2,000 miles; £895.

**1949** Vauxhall Wyvern saloon, blue with grey cloth upholstery, H.M.V. radio, heater, spot light, etc., 11,000 miles; £895.

**H. A. SAUNDERS, Ltd.**, Austin House High Rd., North Finchley, (100 yds. north of Tolly Ho Corner), Hillside 0024. 4029

**1949** (July) Vauxhall Wyvern, black, low mileage car in perfect condition.

**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220 Cricklewood Broadway N.W.2. Gl. 2234. 12263

**WYVERN** (November, 1948), black, immaculate throughout; £825.—Campbell, Symonds, Wembley 6262. 4214

**5000** miles guaranteed, Vauxhall Wyvern 1949, just out of covenant, absolutely unmarked, spare unused; £650.—Wanted 3771. 13360

**Vauxhall Wyvern**, July 1949, black, radio heater, 8,000 miles, perfect; nearest £900.—Phone Fit. L. James, Pershore 240, or write R.A.F. Defford, Worcs.

**Vauxhall Velox** saloon, finished green, mileage 15,000, first registered May 1949; £925.—J. Olding & Co. Ltd., North Audley St., W.1. Mayfair 5242. 4375

**1948** Velox saloon, mileage 12,000, black, brown leather upholstery, absolutely perfect; £790; no offers.—Lilly, "Greencars," 255, Duffield Road, Alfretd, Derby. Tel. Derby 58135. 5063

**Vauxhall Velox**, 1949, just off covenant, grey, immaculate condition, 4,700 miles only, heater, mats, £850 or near.—Brett Albertyn, Bedford Garsdens, Thundersley, Essex, or Hadfield 58453. 4619

**TANKARD & SMITH, Ltd.**, offer 1949 Vauxhall Velox saloon, in grey, one owner, moderate mileage, faultless condition; £850; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Faxman 4901-2-3. 4119

**1949** Vauxhall Wyvern saloon finished Alpine green, grey cloth upholstery, fitted heater, spare wheel unused one private owner, 7,000 miles; £875; trade enquiries invited.—B. J. Hunter, Ltd., 22, Cricklewood Broadway N.W.2. Tel. Gladstone 6503

#### Vauxhall 25

**IMMOUSINE** 1938 Double Enclosed leather upholstery, L exceptional throughout, black, £845. Seen.—LPE & SAUNDERS (100 Limousines: Lists posted) A Providence Court, Grosvenor Square, Mayfair 2941.

#### Vauxhall MISCELLANEOUS

**SHAW & KILBURN, Ltd.**, for Vauxhalls.

**IT** is important that the car you purchase is in excellent condition throughout.

**SELECTION** of such modern Vauxhalls at

**4/6**, Berkeley Square, W.1. Grosvenor 4328. 1001

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**1949** Ve-ox, black, low mileage, as new condition.

**1949** Vauxhall Velox, 12,000 miles, black, as new.

**1939** Vauxhall 10, reconditioned engine, body re-sprayed.

**1946** Vauxhall 14, in really outstanding condition throughout, resprayed, completely overhauled, 12-carpeted, new tyres.

**ALWAYS** a good selection of used Vauxhalls in stock. A.H.M.L. will purchase for cash all Vauxhalls can including latest models.

**G. ABHAM & SONS (MOTORS), Ltd.**, main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. 1008

#### Vauxhall Cars Wanted

**C THE CAR MART, Ltd.**, wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. 10075

**SHAW & KILBURN, Ltd.**, Vauxhall main dealers.

**WILL** purchase modern Vauxhall cars.

**4/6** Berkeley Square, W.1. Grosvenor 4328. 10011

**ROWLAND SMITH'S**, the Vauxhall buyers.—Hamstead High St. (Hamstead Tube). Ham. 6041. 10994

**URGENT** required: ve-ox or Wyvern, low mileage

**ERIC HAYES, Ltd.**, 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. 4462

**REQUIRE** post-war Vauxhall urgently.—30, Ryecroft Rd., S.W.18. Tulse Hill 1298. 4260

**CORBITT & TAYLOR** urgently require all types Vauxhall.—22, Conduit Mews, W.1. Amb. 6048.

**1949** Vauxhall Velox saloon required.—Turnbull & Sons, 1, Earl's Court Rd., S.W.5. Fro. 0065, 0060

**SIMPSON'S MOTORS (WEMBLEY), Ltd.**, wish to purchase all models Vauxhall. Wembley 3903. 8006

**Vauxhall Velox** or Wyvern, covenant free, low mileage.—Herbert Robinson, Ltd., Regent, Cambridge. 4456

**CASH** buyers of low-mileage Wyvern and Velox Vauxhalls, distance no object.—Hattons, Lord St., Southampton. Tel. 2268. 10903

**MODERN** low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 10, W.18. Liberty 2495/5-6. Stores: Liberty 0658

**CAMDEN MOTORS** require to purchase Vauxhall 14, 1938-40, J type models, also Vauxhall 10 1938-40, in good clean condition; write, call or tel., stating price required.

**CAMDEN MOTORS, Ltd.**, Lake St., Leighton Buzzard, Beds. Tel. 235 & 5115. 4464

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**CAC CROYDON AUTOMOBILE COMPANY, Ltd.**

**Vauxhall-BEDFORD** rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, etc., exchanged at 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

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**TRIANON**—Springs, immediate delivery, suitable for 10, 12 and 14hp Vauxhalls, all models, under new just received from factory.

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**WE** specialize in service replacement units for Vauxhalls of all types.

**GEARBOXES**, differential units, front suspension units, engines, large stocks of Vauxhall spares.

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**EGHAM MOTOR CO.** for Vauxhall cars, spares and service.—Bromley & District, Consult Davis & Hill, Ltd. 1018

**Bromley & District**, Consult Davis & Hill, Ltd. the local Vauxhall and Bedford spares and service specialists.—Bromley Company, Ravensbourne 2634.

**REPAIRS!** Recondition, exchange suspensions (complete) R. pair, 10, 12, J. £15; DX, £17/10; 25hp, £25; Bedford, reconditioned gear boxes, shock absorbers.—Fri. 2647, 10 Winchester Mews, N.W.3. 10244

**16hp** Sunbeam tourer, circa 1912; an excellent and fully equipped specimen of this famous car, with a wealth of brasswork including 5 lamps, 2 horns, speedo, switchboard, rewired dynamo, hood, side-screens, well-shod, extra wres available, spare suspensions (complete) car holds its own remarkably well in modern traffic, besides giving a wonderful view of the countryside; £180 has recently been spent on this car, which is offered for just that sum.

**G. A. BROOKS, Ltd.**, Blenheim Works, Linsfield, Surrey. Tel. Lingfield 275 or 568. 14518



**RENAULT**, Phenix, Minerva, Brennabor, Cadillac, etc., for sale.

**WELHAM'S**, Veteran Car Specialists, Surbiton Hill Rd., Surbiton, Elmbridge 1873.

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 Number 12 open two-seater, running order: £320.—Reigate 5218.

**SILVER GHOST** Rolls-Royce chassis 16, y.e. 1921, in running order: £50.—Apply The Duchy Garage, 76, Kenning Lane, London, S.E.11. (4061)

**£37** 10 Lagonda, 1926 12hp (not 2-litre), 4-str. open tourer, quite good condition, but no good, taxed Sept. 30.—Barnes, 36a, Leigham Avenue, S.W.16. (4095)

**DARRACQ** 14hp 1925 4-str. French sports tourer with hinged deck and rear screen, new hood, side screens and all-over tonneau covers, i.v. brakes, good tyres 5.25x21, r.w. hubs, also spare set of wheels shod with good 820x120 B.E. tyres; bodywork and mechanical condition excellent; £145.—Heyne, 20, Gainsborough M., Sudbury, Suffolk, Tel. Sudbury 2511. (4056)

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**EUSTACE WATKINS, Ltd.**, the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

**1948** Wolseley 14/50 saloon, black with brown leather upholstery, heater, one owner.

**1947** Wolseley 12hp saloon, green with brown upholstery, one owner, carefully used.

**1946** Wolseley 14/60 saloon, black, brown leather, fitted E.W. reconditioned engine.

LOW mileage Wolseleys are scarce, should your model not be in stock, give names on our used cars register for early notification.

**EUSTACE WATKINS, Ltd.**, 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181).

**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Road, North Finchley, N.12. Tel. Hillside 4444.

**1947** Wolseley 14hp saloon, colour black, brown leather upholstery, very excellent motor car, £835.

**HAROLD PERRY, Ltd.**, Invicta Works, 279, Ballards Road, North Finchley, N.12. Tel. Hillside 4444.

**CAR MART, Ltd.**

**WOLSELEY** Six-eighty, 1949, saloon, 5,000 miles; £1,325.—Car Mart, Ltd., 320, Euston Rd., N.W.1. (4174)

**JACK ROSE, Ltd.** offer:—

**SEVERAL** 4/50 Wolseley saloons: 1949 4/50 4-door de luxe model, in black, guaranteed 4,000 miles, as brand new; accept £1,050.

**ASO** similar model in grey.

**ASO** 4/50 model in maroon, recently fitted with all latest Wolseley improvements, including polished dashboard, door fllets and improved tyre engine; accept £1,075.

**JACK ROSE, Ltd.**, Stafford Rd. Wallington, Surrey. Wallington 6677/8.

**WIMBUSH** for Wolseleys:—

**1949** (June) Wolseley 4-50 saloon, maroon, whole car immaculate after only 4,000 miles; £1,135.

**R. C. WIMBUSH, Ltd.**, 312, Earls Court Rd., London, S.W.5. (Fleming 4601-2).

**DICKS CAR SALES, Ltd.**, offer:—

**1939** Wolseley 18hp saloon, recent overhaul, immaculate condition; £475.

**DICKS CAR SALES, Ltd.**, 399-401, High Rd., Kilburn, N.W.5. (Maida Vale 6888 9).

**TOM GARNER, Ltd.**, offer:—

**1949** Wolseley Six-Eighty saloon, maroon with brown leather, 4,000 miles.

**TOM GARNER, Ltd.**, 10-12, Peter St., Manchester, 2. (4148)

**PHILIP RICKARDS, Ltd.**, offer:—

**1939** Wolseley 25hp saloon with division, black, excellent condition; £4,000.—4, Brick St., Lane, W.1. Grosvenor 4772/3.

**MANN EGERTON & Co., Ltd.**, offer:—

**1949** Wolseley 4/50 saloon, maroon with grey leather trim, heater fitted, mileage 1,980 only, spare unused, indistinguishable from new; price £1,125.

**14**, Berkeley St., London, W.1. Regent 2073.

**BEARTS** of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston, Surrey. Tel. 3348.

**BRAY MOTORS**,—£195, 1935 Wolseley New Hornet 12 hp de luxe saloon, black, brown hide interior, excellent runner, bargain.

**BRAY MOTORS**, 180-184, West End Lane, N.W.6. Hampstead 6490.

**GORDON CARS, Ltd.**, Ltd.—1949 Wolseley 4-50 G saloon, black.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611.

**1946** Wolseley 12hp saloon, black, brown hide upholstery, 11,500 miles, excellent order: £1,127.

—Haskins Ladbroke 1155

**12** hp grey saloon, box 573, reconditioned engine being fitted, 30,000 miles, selling on arrival of new car; offers over £400.—Lancaster 4870.

**1939** Wolseley 12, excellent condition, repainted: £485.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162.

**WOLSELEY** 14 black saloon, first reg. 7/10/37, excellent condition; first £400, second £320.—G. Barker, 73, Beaufort, Billingsgate, W.1. (4302)

**1949** Wolseley 8/80 saloon, maroon, leather upholstery, 5,000 miles only.—Ripco, Ltd., 16, Albemarle St., W.1. Regent 2952-4.

**L. F. DOWE (WIMBLEDON)** offer 1948 Wolseley 12 saloon, immaculate condition: £750.—69, The Broadway, Wimbledon, Liberty 3456.

**£175**—Wolseley 9 saloon, one owner, original condition, just rebored, perfect.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. (3822)

**£495**—1939 14hp Wolseley saloon, overhauled, 12,500 miles, excellent condition, 1948 Wolseley 4-50 Crickwood Broadway, N.W.2. Gladstone 2226 (1876)

**1939** Wolseley 16, 7,000 miles since reconditioned engine fitted, mechanically perfect.—Offers in Normanton, Heleburn, Dumbartonshire. 12343

**1939** Wolseley 14 saloon, black, very good condition throughout, any trial: £450.—Wembley Court Motors, High Rd., Wembley, Arnold 5221-2.

**£210**—Wolseley 14 saloon, low mileage, immaculate throughout, believed one owner.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen.

**LATE** 1937 14hp Wolseley saloon, just fitted replacement engine, original for disposal, body fair condition; best offer over £325.—To view 'phone Windsor 1804.

**1948** series Wolseley 14hp, 17,000 miles, one owner, in new condition: £825.—R.E.P. Garages, Ltd., 302-6, King St., Hammar, W.6. Riverside 2881-2.

**1938** Wolseley 18hp sal., 37,000 miles, 1 owner, grey, grey leather, in post-war cond. in every way.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338.

**1947** Wolseley 18, black-brown, 24,000, new tyres, spare set remoulds, one owner, chauffeur maintained, perfect, available early September; offers over £800.—Box 5765.

**4-50** Wolseley saloon, finished black with brown leather, first registered July, 1949, 9,000 miles: £1,175.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242.

**1939** Wolseley 18hp saloon, our green, excellent condition, reconditioned engine and new tyres: £695.—John W. Whalley, London Rd., Bishop's Stortford, Tel. 181 and 182.

**JARVIS & SONS, Ltd.** offer the following: 1948 Wolseley 10, black, one owner, £765; also 25/12/47 registration Wolseley 8, black, £625.—Morris House, Morden Rd., S.W.19. Liberty 4656.

**WALTER SCOTT, Ltd.**—1938 Wolseley 13 saloon, black-blue, original condition, exceptional in every way: £445.—39, College Crescent, Hampstead, N.W.3 (Squire Cottage Tube), Primrose 5914.

**£475**—1938 (July) Wolseley 14 de luxe sal., black, new engine, many extras, immaculate condition throughout.—Makin & Harrison, Ltd., 492-6, High Rd., Chiswick, W.4. Tel. Chiswick 0539.

**1948** Wolseley limousine, black leather and cloth interior, immaculate, original list price £2,800; £1,450 only.—Clayton's Cars, London, Ltd., 107, Euston Rd., N.W.1. Tel. No. Euston 5228 (5 lines).

**£615**—August, 1947 Wolseley 8hp 4-door saloon, 4 de luxe, in condition almost as brand new, recently finished in black with brown leather, late property of titled lady; 3 other cars in use in family; this particular Wolseley has been chauffeur maintained and used only occasionally; mileage just under 7,000; unrepeatable opportunity to obtain one of these very popular little cars, literally in showroom condition throughout.—Camden Motors, Lake St., Leighton Buzzard, Beds. Tel. 2041-2-3. Day and night confidential hire purchase facilities, part exchanges. (4666)

**Wolseley Cars Wanted**

**R** ROWLAND SMITH'S, the Wolseley buyers.—Hampstead Hill (Hampstead Tube). Ham. 6041.

**Wolseley 4/50 Cars Wanted**

**C** THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus. 1212.

**Wolseley 6/80 Cars Wanted**

**M** THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 3434.

**Wolseley Cars Wanted**

**E** EUSTACE WATKINS, Ltd. as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

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**WANTED**, 1938/39 Wolseley 12hp saloon.—Vanderlinden, 215, Haverstock Hill, N.W.3. Prim. 4641.

**JACK ROSE, Ltd.**, require low-mileage Wolseley cars.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8.

**B** LAKES, Wolseley distributors, will purchase 202 non-Covenant Wolseley car.—110, Bond St., Liverpool. 1 Tel. Royal 6622.

**1939** Wolseley 12hp series 3 seven-seater limousine.—R. Hardy & Son, 55, Marylebone Rd., W.1. Tel. Wolseley 1101-3.

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**W. JACOBS & SON.**

**WE** specialise in spares and repairs for all models of Wolseley cars.

**W. JACOBS & SON**, Mill Garage, Chigwell, Essex. South Woodford, E.18. Wansford 0660.

**WOLSELEY** sales and service.—Ramsey Motors, Ltd., 242-246, High St., Barnet 3240.

**FOR** Wolseley mudguards, running boards 1935-46.—Brooks, 83, Queens Rd., Brighton.

**R. HARDY & SON**, 55, Marylebone Rd., W.1. Tel. Wolseley 1101. Spares, reconditioned unit service and repairs for all Wolseley series cars.

**BROCKHURST GARAGE**—Harrow agents for Wolseley sales service, spare, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561.

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**RAYMOND WAX**, of Kilburn.

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**200** cars under £300; drive away immediately on our Atomic-on-the-spot-hire purchase system; no fuss, no formalities, no enquiries, every car plainly marked with price and year; top price in part exchange for good vans, cars and motor cycles.

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**KING'S AUTOS.** King's Autos. King's Autos.

**ENGLAND'S** easiest hire purchase terms

**LOW** deposits, drive away same day

**EVERY** car guaranteed for 3 months

**1937/8** Vauxhall 14 de luxe saloon, 4-door sun roof, sprayed black with red leather upholstery, an immaculate car throughout; £675, or £125 deposit.

**1939** Morris 10hp 4-door de luxe sun saloon, just overhauled, red resprayed real hide upholstery; £410, or £130 deposit.

**1939** Vauxhall 10hp 4-door saloon just resprayed black, new engine, 5 practically new tyres, an immaculate car in absolute showroom condition; £425, or £130 deposit.

**1938** Hillman 14hp 4-door de luxe sun saloon, sprayed black with brown leather upholstery; a splendid car; £375, or £125 deposit.

**1939** Ford Prefect 10hp saloon, this car has re-upholstered, new carpets, 5 new tyres and is in immaculate condition; £375, or £125 deposit.

**1937** with blue leather upholstery, a splendid car; £300, or £100 deposit.

**WILL** you please note that any of the above cars can be demonstrated to you at your own home if you are living within 30 miles of Ilford.

**PLEASE** telephone your enquiry.

**ANY** car, motor cycle or van taken in part exchange.

**KING'S** Autos. King's Autos. King's Autos.

**725**—727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537.

**OPEN** week-days 9 a.m. to 7 p.m. (3977)

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**R** ROWLAND SMITH'S, the car buyers.—Hampstead Hill (Hampstead Tube). Open 9-7 week-days. Saturdays, Hampstead 6041 (10 lines).

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**MARCH**

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**HIGH** St., Watford, Herts. Tel. Watford 4491. (0185)

**MEBES & MEBES, Ltd.** (Est. 1939)

**W** I wish to purchase for cash any pre- or post-war car in genuine condition; please telephone or send particulars and representative will call.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040.

**WE** are cash buyers of all small h.p. post-war or pre-war cars.

**THE WARREN MOTOR CO.**, 353-5, Euston Rd., N.W.1. Tel. Euston 7751.

**GOOD** cars wanted for cash.—Kings Motors, 1, High St., Hounslow, Tel. 3532.

**EAST** SHEEN.—Cresswell's Garage urgently wish to buy all makes of pre-war cars.—Pro. 2612. (0375)

**10hp** cars, 1935 onwards, wanted.—Full details to: Jackson Bros. Motors, 8, Sutton Coldfield.

**WANTED**, 1938/9/4, Ford 8hp, very urgent; cash waiting.—135, High St. South, East Ham, E.6. Grangeview 5530.

**PRIDE & CLARKE, Ltd.** offer immediate cash payment for any make or model; quotation by return.—Stockwell Rd., S.W.9. Bri. 6251.

**ACORDALE MOTORS, Ltd.** are anxious to buy 1939 8, 10 and 12hp cars in super condition and will consequently pay prices which such cars demand.

**ACORDALE MOTORS**, 311, Trinity Rd., S.W.18. Tel. 5573.

**RAYMOND WAX**, the hire-purchase specialists, are still buying cars of all types and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

**CASH** offered for good used cars! 8-14hp 1937-49 models immediate cash payment, hire purchase accounts cleared.—George Gladstone and Motors, Ltd., 278 Brixton Hill, S.W.2. Tulse Hill 3211.

**NAYLOR & ROOT, Ltd.** are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G. Standard, Triumph, Singer, Vauxhall and Wolseley.

**1938** Austin 7, 10hp, 12hp, 15hp, 18hp, 25hp, 35hp, 45hp, 55hp, 65hp, 75hp, 85hp, 95hp, 105hp, 115hp, 125hp, 135hp, 145hp, 155hp, 165hp, 175hp, 185hp, 195hp, 205hp, 215hp, 225hp, 235hp, 245hp, 255hp, 265hp, 275hp, 285hp, 295hp, 305hp, 315hp, 325hp, 335hp, 345hp, 355hp, 365hp, 375hp, 385hp, 395hp, 405hp, 415hp, 425hp, 435hp, 445hp, 455hp, 465hp, 475hp, 485hp, 495hp, 505hp, 515hp, 525hp, 535hp, 545hp, 555hp, 565hp, 575hp, 585hp, 595hp, 605hp, 615hp, 625hp, 635hp, 645hp, 655hp, 665hp, 675hp, 685hp, 695hp, 705hp, 715hp, 725hp, 735hp, 745hp, 755hp, 765hp, 775hp, 785hp, 795hp, 805hp, 815hp, 825hp, 835hp, 845hp, 855hp, 865hp, 875hp, 885hp, 895hp, 905hp, 915hp, 925hp, 935hp, 945hp, 955hp, 965hp, 975hp, 985hp, 995hp, 1005hp, 1015hp, 1025hp, 1035hp, 1045hp, 1055hp, 1065hp, 1075hp, 1085hp, 1095hp, 1105hp, 1115hp, 1125hp, 1135hp, 1145hp, 1155hp, 1165hp, 1175hp, 1185hp, 1195hp, 1205hp, 1215hp, 1225hp, 1235hp, 1245hp, 1255hp, 1265hp, 1275hp, 1285hp, 1295hp, 1305hp, 1315hp, 1325hp, 1335hp, 1345hp, 1355hp, 1365hp, 1375hp, 1385hp, 1395hp, 1405hp, 1415hp, 1425hp, 1435hp, 1445hp, 1455hp, 1465hp, 1475hp, 1485hp, 1495hp, 1505hp, 1515hp, 1525hp, 1535hp, 1545hp, 1555hp, 1565hp, 1575hp, 1585hp, 1595hp, 1605hp, 1615hp, 1625hp, 1635hp, 1645hp, 1655hp, 1665hp, 1675hp, 1685hp, 1695hp, 1705hp, 1715hp, 1725hp, 1735hp, 1745hp, 1755hp, 1765hp, 1775hp, 1785hp, 1795hp, 1805hp, 1815hp, 1825hp, 1835hp, 1845hp, 1855hp, 1865hp, 1875hp, 1885hp, 1895hp, 1905hp, 1915hp, 1925hp, 1935hp, 1945hp, 1955hp, 1965hp, 1975hp, 1985hp, 1995hp, 2005hp, 2015hp, 2025hp, 2035hp, 2045hp, 2055hp, 2065hp, 2075hp, 2085hp, 2095hp, 2105hp, 2115hp, 2125hp, 2135hp, 2145hp, 2155hp, 2165hp, 2175hp, 2185hp, 2195hp, 2205hp, 2215hp, 2225hp, 2235hp, 2245hp, 2255hp, 2265hp, 2275hp, 2285hp, 2295hp, 2305hp, 2315hp, 2325hp, 2335hp, 2345hp, 2355hp, 2365hp, 2375hp, 2385hp, 2395hp, 2405hp, 2415hp, 2425hp, 2435hp, 2445hp, 2455hp, 2465hp, 2475hp, 2485hp, 2495hp, 2505hp, 2515hp, 2525hp, 2535hp, 2545hp, 2555hp, 2565hp, 2575hp, 2585hp, 2595hp, 2605hp, 2615hp, 2625hp, 2635hp, 2645hp, 2655hp, 2665hp, 2675hp, 2685hp, 2695hp, 2705hp, 2715hp, 2725hp, 2735hp, 2745hp, 2755hp, 2765hp, 2775hp, 2785hp, 2795hp, 2805hp, 2815hp, 2825hp, 2835hp, 2845hp, 2855hp, 2865hp, 2875hp, 2885hp, 2895hp, 2905hp, 2915hp, 2925hp, 2935hp, 2945hp, 2955hp, 2965hp, 2975hp, 2985hp, 2995hp, 3005hp, 3015hp, 3025hp, 3035hp, 3045hp, 3055hp, 3065hp, 3075hp, 3085hp, 3095hp, 3105hp, 3115hp, 3125hp, 3135hp, 3145hp, 3155hp, 3165hp, 3175hp, 3185hp, 3195hp, 3205hp, 3215hp, 3225hp, 3235hp, 3245hp, 3255hp

**S. A. COLES, Ltd.**—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery, exchange, purchase, hire. Everything for the Motor Cyclist.—364-368, High Road, Leyton, E.10.

**MOBILE CANTEENS, KITCHENS, ETC.**  
MOBILE Shops, Kiosks, Offices, Canteens, Fish and Chip, Ice Cream, Soda Bars, vehicles, lists and from £100; delivery from stock; hire purchase, lists and illustrations on application.—Lawton-Goodman, 135, Cricklewold Broadway, N.W.2. Glidstone 2226. [1929]

**CARAVAN AND A SITE!**  
**EX-EDITOR** caravan paper and U.K.'s largest caravan distributor, living in van 13 years with U.K.'s largest selection (all uniquely guaranteed with "free-for-leaky-one"), is helping you to get good sites in addition to good vans. As Secretary and Founder of the National Association of Caravan Residents which has already done such sterling work, he is devoting a lot of his time and large sums of money to a cause in which he believes. So why not send to flapjap for reprinted advice articles and details of his better h.p. terms and bigger selection?

**A. S. JENKINSON**, Bath Rd., Taplow, Bucks. Tel. Maidenhead 601. Open 9 a.m. to 8 p.m. including Sundays. Easy to reach—right on main A4 outskirts Maidenhead opp. "The Dumb Bell." Taplow Stn. 4 mins. direct walk.

**LONDON** branch (equal selection and the only big caravan site in Centre of London), corner Semley Place and Ebury St., Victoria, S.W.1. Tel. Sloane 9233. Hours 9 a.m. to 8 p.m., 7 days a week. Victoria Stn. 5 mins. walk.

**MACROVAN CARAVANS** offer:—  
**£195**—New 17ft 6in caravan shell, complete with chassis, undergear, set window, 16in easy-clean wheels, brace operated jack, also 13ft 6in model. £175—76, Brighton Rd., Surbiton, Surrey. Tel. Epsom 3974.

**COLES** Alert, inspect the latest models locally at Greenhill Motor Co., Ltd., Ld., Finner 601. FOR all types of caravans, living or holiday, for catalogue to Country Life Caravans, Romsey. Bridge Rd., Taunton. Tel. 284. [1935]

**CARA-CARS, Ltd.**, distributors for Winchester, Car Cruiser, Siddall, Cheltenham, Cotswold, Berkeley. The Caravan Centre, Hikey, Tel. 284. [1935]

**£295**—Caravan, slightly soiled; 1950 Land Rover, 17ft 6in, aluminium exterior, fully furnished 4-berth. Color cars, etc., list price £325; one only.

**ABBEY AUTOS**, rear of 44-46, Chace, Sid. Southgate, N.14 (near Tube). Palmers Green 4540. [1934]

**B** mobile home, £950; new Courier, starting value at £450; de Luxe Courier, £499; all-purpose Deputy, £425. Full particulars: Manley's Garages, Ltd., Biggleswade, Beds. Tel. 2113. [1934]

**HAVE** you a housing problem? Give us your worries or forget them on a holiday arranged by the Faithful Caravan Co., Ltd., Tedburn St. Mary, nr. Exeter. Comprehensive hire and sales service. C.D.A.A. member. [1935]

**BEFORE** you purchase your caravan, come in and inspect the New President, price £366/10 (Shell only), 22ft 6in, bedroom, 9ft 6in, coach shape, fully insulated and lined, alloy exterior, remember an inspection costs nothing, brochure available shortly.

**THE FORGE CARABO (PETERHAM)**, Ltd., 192, Peterham Road, Peterham, Surrey. Ric. 1834. [1935]

**X. L. CARAVANS, Ltd.**, hold finest selection of caravans for homes and holidays, see the new Winsome, Craftmaster, Pioneer Premier, Marlow Tudor, Lamford Cavalier, Victor, Challenger, Weyland, Salford, etc.; prices from £198; easiest terms.—X. L. Caravans, Ltd., Blue Star Garage, Maidenhead. Maidenhead 2747.

**£140**—The Parvo luxury 2-berth caravan; the optimum in compact comfort, fully equipped with gas lighting, cooking, luxury motor, electric lavatory compartment with Essan toilet, etc.; deferred terms: 4-berth ditto, 2 rooms; £210.—Manufacturer, John Steel, Castlefields, Bingley. May also be viewed in London. [1935]

**A** makes of reliable caravans we offer quick delivery of Thames, Ambassador and Rover, Investor, Chalfont Cottages, Raven Cottage, Westbury, Weyland. We offer the most attractive hire-purchase terms and arrange delivery and sites with water and sanitary facilities, write for free copy of Caravan Tools.

**WATFORD CARAVANS, Ltd.**, Hall Park Garage, Berkhamstead. Tel. Berkhamstead 820. [1935]

**FLAT** on wheels—new "Challenger" 4-berth caravan with fold-up bed, stove, lavatory and gas cooker. £385; Ambassador de Luxe, £950; Courier, £450; Invader and Surrey, quality models, etc.; hire-purchase terms and delivery with efficiency.—The Surrey Car Co., Ltd., 44, Richmond Rd., Kingston, Surrey. Tel. Kingston 6340. 100 yards from Kingston Station.

**LONDON CARAVAN Co., Ltd.**, established over 27 years ago and known by world-wide reputation, as Britain's most dependable distributors and agents for caravans of unassessed quality, design and value. Carlight, Coventry Knight Car Cruiser, Siddall, Cheltenham Jubilee, County, Berkeley Ambassador and Courier, Dixon, etc. trailers, special purpose caravans, i.e. mobile banks, display vans, etc., as designed and specified by us, are among the finest of their kind.

**W** E invite you to take advantage of our long and varied caravaning experience by sending your enquiries to us at:—  
**BARNET**, Elstree 1165 and 1364, Court Mount, Canterbury Rd., Birchington-on-Sea 657.

**SECOND-HAND CARAVANS**  
**£199**—4-berth caravan (Brompton); £100, Morris 4-seater coupe.—209, Northolt Rd., S. 8. [1935]

**CARAVANS AND CAMPING SITES**  
**FALMOUTH**—Golden Bank Site; beautiful location, everything connected with caravaning; free brochure. [1936]

**ELSTREE** and Birchington-on-Sea, two of Britain's finest caravan sites.—London Caravan Co., Ltd., Barnet By-Pass, Elstree 1165 and 1364, Court Mount, Canterbury Rd., Birchington-on-Sea 657. [1935]

**CARAVAN EQUIPMENT**  
WORTH canvas and trailer chassis, underscreens, W couplings, jacks, locky wheels and all component parts: write for lists.—Jerrv Wadsworth & Son, Ltd., Ripponden, Yorkshire. [1935]

**OLDER-OR-BETTER** caravan chassis, axles, ball hitches, locky wheels, etc., sound design and superior workmanship.—The Holder Chassis Co., 245, Wolverhampton Rd., Heath Town, Wolverhampton. [1941]

**WINDOWS**, lightweight frames in polished alloy, strong, durable and smart finish, all sizes, fixed and opening; enquiries to manufacturers.—The British Steel Frame Co., Ltd., 135, Cambridge Heath Rd., London, E.2. Bishopsgate 7755-7778. [1942]

**CARAVAN ACCESSORIES**  
**TOWING** brackets for Austin, Ford, Vanguard.—B. Dixon-Bate, Chester. [1950]

**BUYING** a caravan? You need "The Caravan," the original and largest caravan magazine, full of practical help; monthly fed from your newsgast, or by post 8/- a year from A. C. Burt, Publisher, Caravan Publications, Ltd., Link House, Store St., London, W.C.1. or newsgast. [1953]

**PRATT** trailers, 3 to 8-cwt carrying capacity, for touring, camping, farming, boating, etc.—Pratt Engineering Co., Northallerton, Yorks. [1954]

**CAR** trailers to carry from 3 to 12cwt; prices from £25; also trailers for hire; write for details.—Jarvis & Sons Ltd., Morris House, Morden Rd., S.W.19. Liberty 4656. [1929]

**COMMERICAL VEHICLES**  
**LAMBS** for vans.  
MOST types stocked 5-25cwt, from £175; if you haven't seen our vans you haven't seen the best; we have gow vans, choice of four, from £265; 5cwt delivery vans, £185; 25cwt delivery vans, £265; 1939 Morris 10cwt van, £265; don't imagine ordinary commercial cars are exceptional; choice 30; all sold with Lambs three point charter; ask for details, hire purchase, exchanges, written guarantee.—Lamb of Wood Green, Caxton Rd., Bowes Park 4144, 4297. [1941]

**NEWNHAMS, Ltd.**  
**1946** Jowett van, green: £285.  
**NEWNHAMS** House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [1942]

**S. G. SMITH (MOTORS), Ltd.**, offer:—  
**1949** Jowett Bradford 8cwt van, mileage 11,000 only. £375.—S. G. Smith (Motors), Ltd., 13-19, East River Rd., S.E.22. New Cross 4444. [1945]

**WADDINGTON MOTORS, Ltd.**, offer:—  
**1949** Fordson 8cwt van, as new: £435.—Fortune Green Rd., W.11. Ham. 2211. [1946]

**RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd.**, offer the following:—  
**1949** Austin A40 van, 5,000 miles only, regularly serviced, any trial, no examination. £375. Sloane St., W.1. Sloane 9288. [1947]

**GUY ALFRED & Co., Ltd.**, 6-7, Warren St., W.1. Euston 3268. [1949]

**1949** Austin A40 pick-up truck, also A40 van.—Ernest Sutton, Cleve Hill (5105) 95. [1932]

**1946** Ford 5cwt van, taxed: £250; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [1939]

**1948** Ford 5cwt van, plain, nice condition: £385.—Stadium Autos, 178 New Barn St., E.13. Alb. 3366. [1939]

**ALBIE SIMONS & Co., Ltd.**, 1948-9 Ford 5cwt van, low mileage: £415.—94, Port. Portland St., W.1. Lan. 1343. [1941]

**3-5-ton** Dodge drop-sided truck, low mileage: £255.—Jacquer, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [1940]

**1947** Fordson 10cwt van, 13,000 miles.—British & Colonial Motors, Ltd., Upper St. Mark, Lane, W.C.2. Tel. 5588. [1938]

**1946** 47 Ford vans, guaranteed, from £350.—Lawton-Goodman, 135 Cricklewold Broadway, Glidstone 2226. [1935]

**JOWETT** main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 32, Wimpole Rd., Didsbury, Manchester, 20. Tel. Didsbury 3446. [1940]

**1946** excellent condition throughout, genuine bargain: £110.—H. Towle, Humber St. Garage, Chelthorpe. [1935]

**WALTER SCOTT, Ltd.**, 1946 Ford 5cwt van, plain buff cellulose, unlettered, 9,000 miles, as new: £415.—39, Colgate Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). [1935]

**STANDARD** Vanguard van, 1949, 9,000 miles, immaculate (colour black-mirror finish), outstanding performance, comfort, £680; terms possible, exchange considered.—Pri. 2647. [1949]

**PALMER'S MOTORS, Ltd.**, offer a limited number of rebuilt and unregistered Bedford chassis fitted with new bodies, indistinguishable from new, carrying six months' warranty.

**BEDFORD** 30cwt vans.  
**BEDFORD** 30cwt Luton van, 650 cu ft.  
**BEDFORD** 3/4-ton Luton van, 1,000 cu ft.  
**BEDFORD** 3/5-ton truck.  
**BEDFORD** 3/5-ton chassis and cab.

**THE** above for immediate delivery; trade enquiries invited; exchange and terms.—Tel. call or write 53, York St., Twickenham. Foxesrope 1890, 7007. [1935]

**495**—Fordson 10cwt van, 1949, 10cwt van, plain buff, unlettered, extra seat, small mileage, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, below Ford 1946 (A105) 10. [1945]

**145**—gns.—Morris van, 1937 (reg. 1938) 8hp 5cwt van, good tyres, spare unused, very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [1945]

**FORDSON** van 5cwt, absolutely spotless inside and out, spare unused, genuine mileage 8,000, 1946, 5cwt van, below Ford 1946 (A105) 10. [1945]

**1948** November Bradford 10cwt van, plain grey, 13,000 miles, one owner: £450.—Wembley Court Motors High Rd., Wembley. Arnold 5221-2. [1947]

**1946** Bradford 10cwt van, thoroughly overhauled and repainted to customer's choice, 15 months' guarantee: £350.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Battersea 1166. [1941]

**1945** Morris 8 van, perfect order. £350; 1941 Morris 15/20cwt large coachbuilt body, perfect order. £200; Austin 8 van, fitted new engine and gearbox, 1950 complete overhaul, £350.—Perry, Station Approach, Wallington, Surrey. Wall. 7970 or 5013.

**Commercial Vehicles Wanted**  
**WANTED**—1946-9 Fordson 5-cwt and 10-cwt vans.—Arthur E. Gould, Ltd., 290-2, Regent St., W.1. Langham 1594-5. [1946]

**NEW CARS**  
**HATTON MOTORS, Ltd.**—Orders accepted for delivery in strict rotation.—71, Broad St., Birmingham. [1936]

**ALLARD**  
**ARTHUR E. GOULD, Ltd.**, 290-292, Regent St., W.1. Langham 1594-5.

**MAIN** distributors for all Allard models.  
**PHONE** or write for details or demonstration. [1940]

**DAGENHAM MOTORS, Ltd.**, main distributors, sales and service.—55, Park Lane, London, W.1. Regent 4666. [1935]

**FULL** particulars of all Allard models can be obtained from Allard Motor Co., Ltd., 24-28, Clapham High St., London, S.W.4. Tel. Macaulay 3301. [1936]

**ALTA**  
**ALTA** Cars.—The Northern distributors.—William Arnold, Ltd., Manchester, 13. [1936]

**ALVIS**  
**LONDON**.  
ALL particulars of Alvis are available at 103, Regent Bond St., W.1. Mayfair 6351. [1935]

**CHARLES POLLETT, Ltd.**—Alvis repair specialists.  
**OFFICIAL** Alvis spare parts stockists  
**TRADE** supplied

**SERVICE**—12 Wellesley Ave., W.6. Riv. 1413. [1937]

**MANCHESTER**—Alvis main agents; sales and service.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, M.27. Bus. 2674. [1936]

**ALVIS** in Scotland, sales, spares and service.—James A. Galt, Ltd., Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. May we send you full particulars of latest models? [1931]

**LANCASHIRE** and Cheshire, sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton, Tel. 4080, and 176, Deansgate, Manchester. Tel. Deansgate 4507. [1939]

**ARMSTRONG SIDDELEY**  
**HENLY'S, Ltd.**, 1-5, Peter St., Manchester.—Armstrong Siddeley distributors for Lancashire and part Cheshire.—Tel. Blackfriars 7843. [1965]

**PASS & JOYCE, Ltd.**, London and district distributors, for the new post-war Armstrong Siddeley car.—184-188, Great Portland St., London, W.1. Museum 1001. [1971]

**ASTON MARTIN**  
**HAROLD RADFORD & Co., Ltd.**, officially appointed Aston Martin retailers.—Sales and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). [1936]

**AUSTIN**  
**C. M.**  
**THE CAR MART, Ltd.**, London Austin Distributors, accept orders for delivery in rotation.—297, Euston Rd., N.W.1. Euston 1212. [1935]

**BREW BROTHERS, Ltd.**, agents for Austin cars, sales and service.—153, Old Brompton Rd., S.W.7. Kensington 2468. [1970]

**F. DOWE, Ltd.**, main dealers, Austin, see the new 11 Shalene 11-11-15, Addiscombe Rd., New Addiscombe 3066. [1917]

**BENTLEY**  
**CAR MART, Ltd.**  
**OFFICIAL** Retailers.

**BENTLEY** Mark VI 41-litre 4-door light weight alloy metal, streamlined 3-ton Scammell motor, hore, Mulliner & Co., Ltd., Radiomobile car radio and heater, spring balanced boot lid and extra luggage accommodation, bonnet locks and petrol filler locks, finished in United dark green.

**BENTLEY** Mark VI specially designed razor-edge sports saloon, coachwork by H. J. Mulliner & Co., Ltd., finished black.

**CAR MART, Ltd.**, 320, Euston Rd., N.W.1. Euston 1212. [1947]

**ROSE, Ltd.**, Northampton.  
**OFFICIAL** Bentley retailers.  
**SHOWROOMS** and service.

**AREFAIR**, Northampton. Tel. 4540. [1949]

**DAVID ROSEFIELD, Ltd.**  
**OFFICIAL** Bentley and Rolls-Royce retailers.  
**SHOWROOMS**: 76, Deansgate, Manchester.

**PHONE** Blackfriars 4942.  
**SERVICE** station, Chesham Hill Rd.  
**MANCHESTER**, 8 Tel. Blackfriars 2302. [1950]

**BENTLEY**—William Arnold, Ltd., Upper Brook St., Manchester 13 agents and specialists. [1965]

**A. ROY & Co., Ltd.**, officially appointed Rolls-Royce and Bentley retailers and repairers.—5-5, Burlington Gardens, London, W.1. Tel. Regent 7687. [1944]

**JACK OLDING**, of Mayfair, the official retailers, are in a position to offer new Bentley and Rolls-Royce cars for early delivery.—Audley House, North Audley St., W.1. Mayfair 5242. [1931]

**RIPON BROS., Ltd.**, the largest Bentley and Rolls-Royce distributors, offer early delivery of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd. Huddersfield 6540. [1936]

**BOND MINICAR**  
**CENTRAL GARAGE** of Croydon distributors, spares and service for Bond Minicar; write for particulars of delivery.—Central Garage, Croydon 7464. [1950]



## BRISTOL

## A.F.N., Ltd.

JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.  
FALCON Works, London Rd., Isleworth. Hounslow 001. Ltd. (1978)

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks. (1916)

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly, W.1. Gros. 4141.  
KEVILL DAVIES & MARCH, Ltd.,  
OFFICIAL Bristol retailers.

41-42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563.  
WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Bristol, arrange a demonstration to suit your convenience.—Tel. Ardwick 4561-7. (1958)

BRISTOL, all models, including type 401 4-5-seater on view, also Bristol type 400 saloon; used models available; the advantages of dealing with leading distributors will be obvious.  
WATSON CROOK MOTORS, Town End, Caterham Hill, Surrey, Tel. 466. (1957)

SCOTLAND and Northern England; consult the enthusiasts—James H. Gellatly, Ltd., The Distributors, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. May we send you particulars of latest models? (1973)

## BUICK

BUICK.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Tel. Regent 7121. (1936)

## CADILLAC

CADILLAC.—Sole concessionaires, Lendrum & Hartman, Ltd., Buick House, Albemarle St., London, W.1. Regent 7121. (1936)

## CHEVROLET

DISTRIBUTORS for London and Home Counties require good Chevrolet cars.—British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tel. 3588. (1917)

## CITROEN

CITROEN sole distributors for the County of London.  
SHOWROOMS, spares and service, 50, Vauxhall Bridge Road, S.W.1. Victoria 7611/6. (1937)

SHRIMPSTON'S MOTORS, Ltd., London distributors. Head office and showrooms, 182, Sloane St., S.W.1. Sloane 3556. (1939)

SPARES and Service: 77a, Kings Rd., Chelsea, S.W.3. Faxman 4667. (1972)

## DAIMLER

CAR MART, Ltd.,  
OFFICIAL Agents.

DAIMLER 2½-litre special sports chassis fitted with 4-door sports saloon, coachwork by Hooper & Co., Ltd., finished black. (1917)

DAIMLER 2½-litre special sports drop head coupe, finished two-tone green. (1917)

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 4444. (1917)

C. A. PETO, Ltd., for all Daimler models and service, 42, North Audley St., W.1. Mayfair 3051. (1925)

## DELAGE

SELBORNE (MAYFAIR), Ltd., (Incorporating Selborne Motors, Ltd., established 1926).  
SOLE concessionaires for Great Britain, etc.

HEAD office, 82, Park St., W.1. (1949)

## DELAHAYE

SELBORNE (MAYFAIR), Ltd., (Incorporating Selborne Motors, Ltd., established 1926).  
SOLE concessionaires for the famous Delahaye cars.

U.S.A. and other overseas enquiries invited.  
HEAD Office: Regional House, 82, Park St., W.1. (1949)

PIPPROCK GARAGES, Ltd., for Delahaye and Delage inquiries (authorised agents), London Rd., Dorking 3891-3. (1919)

## DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern Counties; sales, service and spares.—35-35 East Dulwich Rd., London, S.E.22. New Cross 0610. (1910)

## FORD

C. A. PETO, Ltd., for all Ford models and service.—42, North Audley St., W.1. Mayfair 3051. (1926)

DAGENHAM MOTORS, Ltd., main Ford dealers, sales and service.—56, Park Lane, London, W.1. Regent 4966. (1970)

ARTHUR E. GOULD, Ltd., main Ford dealers, 290-2, Regent St., W.1. Service: Minerva House, Chancery St., W.C.1. Museum 6073. (1956)

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service, coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 4401 (5 lines), 104, Ford Rd., Folkestone, Folkestone 5122 (2 lines). (1908)

## FRAZER NASH

REQUESTS for literature and information in respect of the Frazer Nash Le Mans Replica, Fast Roadster four-seater cabriolet and Millie Miglia models should be addressed to A.F.N., Ltd., Falcon Works, London Rd., Isleworth, Hounslow 001. (1916)

## HEALEY

SILVERSTONE latest model; Healey sports 2-seater available for immediate delivery, list price, plus purchase tax from—Northampton Motor Services, Ltd., Northampton. Tel. 2852. (1963)

## HILLMAN

BARNET area.—Hillman main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. (1941)

## H.R.G.

HAROLD RADFORD & Co., Ltd., sole distributors for London and Home Counties.—Sales and service at Melton Court, South Kensington, S.W.7. Tel. Kensington 6443 (5 lines). (1939)

## HUDSON

ARNOLDS, of Manchester, for Hudsons.—William Arnold, Ltd., Upper Broad St., Manchester. Ardwick 4561-7. (1917)

## JAGUAR

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4990. Deansgate, Mtd. Chester. Tel. Deansgate 4576. (1931)

## HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).  
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444)

MANCHESTER, 1-5, Peter St. (Blackfriars 7843). (1915)

## WEMBLEY COURT MOTORS.

JAGUAR sales; order your new Jaguar from the main dealers.  
WEMBLEY COURT MOTORS, High Rd., Wembley. Tel. Arnold 5221. (1959)

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.  
MAIN agents for South-West Surrey.—St. Catharine's Garage, Guildford 62907-9. (1936)

## JOWETT

H. BENTLEY & PARTNERS.  
JAVELIN, Jupiter and Bradford main agents.

SPECIALISED sales, service and spares available.—Sackville House, 40, Piccadilly, W.1. Regent 0640. (1936)

NEWNHAMS, Ltd.,  
JAVELIN and Bradford main agents, sales and service specialists.—Newham House, 235-9, Hammer-smith Rd., W.6. Riv. 4646. (1936)

SALES and Service.  
CLARKE'S OF PIRBRIGHT, automobile engineers.—Pirbright, Surrey. Tel. Brookwood 2201-2-3. (1929)

HAROLD RADFORD & Co., Ltd.,  
JAVELIN and Bradford main agents.

SALES and Service.  
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). (1910)

COME to the specialists for anything Jowett.  
ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 4100. (1951)

JOWETT.—East Surrey's leading agents for Javelins and Bradford vans.—Carr Bros., High St., Purley Uplands 4812. (1927)

ARNOLDS, of Manchester, main agents for Jowett cars.—William Arnold, Ltd., Upper Brook St., Manchester 13. Ardwick 4561-7. (1969)

KINGSTON-ON-THAMES main agents for Jowett. Javelin and Bradford vans.—G. W. Wilkin, Ltd., Weston Park, Kingston 2241-2. (1960)

WIMBUSH & Co., Ltd., Headfort Place, S.W.1. offer complete service and spares for Bradfords and Javelins.—Service, Sloane 0151. Sales, Abbey 6896. (1960)

JOWETT main agents for Manchester.—Saxon Javelins, Ltd., 52, Wilmow Rd., Didsbury Manchester, 20. Tel. Did 3446-5340. Spares in stock. (1942)

KAISER FRAZER  
KAISER FRAZER concessionaires for Great Britain, parts and service.—Steele Griffiths & Co., Ltd., Camberwell Green, S.E.5. Rodney 2201-6. (1909)

CONTINENTAL CAR, Ltd.—Sole Concessionaires Gt. Britain and parts of the world for these famous cars with Saatchich de luxe coachwork.  
PORTSMOUTH Rd., Send, Surrey. Tel. Ripley 3122-3. (1962)

LANCIA  
ARNOLDS, of Manchester, main agents for Lancia.—Wm. Arnold, Ltd., Upper Brook St., Manchester. Ardwick 4561-7. (1970)

LEA-FRANCIS  
CARDIFF.—Glamorgan and Monmouthshire distributors for the new Lea-Francis enquiries invited to: G. LANFIELD LAWRENCE, 2, City Rd., Cardiff. Tel. 859. (1956)

WEST Yorkshire distributors of Lea-Francis cars.—Harralls (Halifax), Ltd., Kings Cross Rd., Halifax. Tel. 5044. (1947)

J. C. ALEXANDER, Ltd., main distributors in Gt. North for the Lea-Francis products.—190, Deansgate, Manchester. Tel. Deansgate 4795. (1903)

LOYD  
LOYD.—For earliest delivery and expert service.—Westcombe Motors, Ltd., Imperial Garage, Winchester. Distributors for Hampshire. Tel. 4174. (1914)

LOYD distributors for the West Riding of Yorkshire. The Headingley Motor & Engineering Co., Ltd., 8, Otley Road, Leeds, 6. Tel. Leeds 52647-8. Wire 'Tribune', Leeds. (1951)

MORGAN  
CONWAY MOTORS.—Morgan distributors for the S/W 4/4.—301, Goldhawk Rd., W.12. (1947)

MORGAN 4/4.—Book now for earliest delivery, full specification on request.—Motourists (London), Ltd., Distributing Agents, Gt. North Rd., East Finchley Station, N.2. Tudor 2501-2. (1915)

DISTRIBUTORS (RAWLANCE) Ltd.—Sales, Service and Spares.—Blindley Heath Garage, nr. Linsfield, Surrey. Tel. Lingfield 350-1. (1982)

PEUGEOT  
TOM KNOWLES, sole Peugeot concessionaires (Gt. Britain), 19, Brick St., Piccadilly W.1. May 5383. (1910)

PONTIAC  
PONTIAC.—U.S. Concess. onalres, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Faxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. (1910)

RENAULT  
RENAULT.—Distributors for Birmingham.—Henry Garner Ltd., Showrooms: 221, High St., Deritend 12 Works: 120, Alcester Rd., Moseley 15. (1903)

C. A. PETO, Ltd., for Riley models and service.—42, North Audley St., W.1. Mayfair 3051. (1927)

RILEY distributors, Wembley and district.—Your enquiries invited.—Montrose Motors Wembley 2636. (1910)

ROLLS-ROYCE  
CROSE, Ltd., Northampton. (1910)

OFFICIAL Rolls-Royce retailers.  
SHOWROOMS and service  
MAREFAIR Northampton Tel. 4540. (1952)

## CAR MART, Ltd.

## OFFICIAL Retailers.

ROLLS-ROYCE Silver Wraith touring limousine, coachwork by Messrs. Hooper & Co., finished cream and black.

ROLLS-ROYCE Silver Wraith touring limousine, coachwork by H. J. Mulliner & Co., Ltd., finished black.

ROLLS-ROYCE Silver Wraith touring saloon, coachwork by H. J. Mulliner & Co., Ltd., colour to customers' wishes.

CAR MART, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (1917)

## DAVID ROSENFELD Ltd.,

## OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 78, Deansgate, Manchester.

PHONE Blackfriars 4942.

SERVICE station, Chestham Hill Rd.

MANCHESTER, 8, Tel. Blackfriars 2302. (1961)

ROLLS-ROYCE.—William Arnold, Ltd., Upper Brook St., Manchester, 3, agents and specialists. (1964)

RYPPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors, offer early delivery of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Rippon Bros., Ltd., Huddersfield 6340. (1946)

## ROVER

HENLYS, England's Leading Motor Agents.

## ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287).  
HENLY House, 385, Euston Rd., N.W.1. Euston 4444. (1914)

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.  
MAIN agents for South-West Surrey.—St. Catharine's Garage, Guildford 62907-9. (1927)

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district.—Spares and service. Tel. Vigant 4444. (1927)

ROSENFELD for Rover distributors for Lancashire and Cheshire.—D. Rosenfeld, Ltd., 76, Deansgate, Manchester. Tel. Deansgate 5455. (1969)

PLYMOUTH, S. Devon, E. Cornwall.—R. Humm & Co., Rover distributors, service and spares specialists, Alexandra Rd., Plymouth. Tel. 5055. (1901)

SINGER.—Birmingham and Midlands distributors, Henry Garner Ltd., Showrooms: 221, High St., Deritend, 12; works: Alcester Rd., Moseley 15. (1910)

ORDER your new S.M. 1500 from G. E. Lawrence (Motors), Ltd., Aylesbury, Bucks; reasonable delivery; distributors for Mid and North Bucks and part of Herts; spares and service for Singer cars. (1916)

C. A. PETO, Ltd., for Standard Vanguard and service.—42, North Audley St., W.1. Mayfair 3051. (1924)

STANDARD and Triumph.—Carra Auto Sales, distributors for Croydon-Purley area, Croydon 6086. (1926)

METROPOLIS GARAGES, Ltd., the standard agents, can accept a limited number of orders for the Vanguard; standard service specialists.—1-31, Macleise Rd., Olympia, W.14. She 5385-6-7. (1960)

STUDEBAKER DISTRIBUTORS, Ltd., 364, Euston Rd., N.W.1. Euston 4444.—Spares for all models, Hawley Cres., Camden Town. Gul. 4141. (1909)

C. A. PETO, Ltd., for Triumph models and service.—42, North Audley St., W.1. Mayfair 3051. (1924)

K. J. MOTORS, Ltd.—Standard & Triumph distributors for N.W. Kent.—157/149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. (1929)

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showrooms:—6, Berkeley Sq., W.1. Grosvenor 4328. (1910)

PARTS and service: Western Av., W.3. Acorn 4641. (1919)

MISCELLANEOUS CARS  
ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors: Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. (1914)

MARSTON MOTOR CO. for new Jaguar, Standard, Armstrong Siddeley, Triumph, Rover and H.R.G.s, full sales and service facilities, hire purchase and insurance arranged immediately.—Call, phone or write, Marston Motor Co., Ltd. Seven Sisters Rd., Tottenham N15. Tel. Sia 8000. (1910)

ROY GALWAY, Ltd.  
RENT a new car.  
DRIVE yourself.

CONTINENTAL touring.  
TEL. Gros. 4747.

21 Farm St., London, W.1. (1907)

WIMBLEDON CAR HIRE  
SELF-DRIVE specialists for dependable Austins from 30/- a day.—Mansel Rd., S.W.19. Wimbledon 3834. 1933-1950. We never closed. (1911)

SCOOT CARS, 347, Finchley Road, N.W.3. Tel. 1178. (1910)

DRIVE yourself, London's lowest rates.—Fisher Car Hire, 4, Cadogan Gdns., S.W.3. Sloa. 4791. (1939)

RIVE yourself, £35 monthly.—Ramsden Bros., Bristol Road Garage, Gloucester. Tel. 22055. (1949)

1939-49 cars, self-drive or chauffeur.—Chapman's Self-Drive hire, inclusive terms, first-class vehicles. (1910)

Smith & Hunter 376 Kensington High St., W.14. Western 2512. (1947)

IRISH driving, hire it and drive it; the 1950 Morris Oxford and Minor—Sheilbours Motor Co., Ltd. 20 Kildare St., Dublin. (1963)

LWAYS "phone Macaulay 3563 for self-drive or chauffeur-driven hire.—Oes Cars Ltd., 80-82, Queensdown Rd. S.W.3. (1975)

LOUGH CAR HIRE for Austin 1949 models, drive yourself, 18 Mackenzie St., 10000000. (1910)

Station: Tel. Slough 20501. (1910)



**HAROLD R. HILLS' GARAGE**—Garage accommodation service; high-class car hire—S.5. Ennismore Mews, S.W.7. Kensington 4020. (6148)

**MOORE PARK GARAGE**—Self-drive and chauffeur-driven cars, current models—110, Wood Vale, Forest Hill, S.E.23. (For. 2432). (0679)

**OVERSEAS** tourists, modern, self-drive cars may be hired from Self Motoring, Ltd., Alveston Mews, Queens Gate, W.7. Tel. Bayswater 6229. (6262)

**LIVERPOOL**—Ideal centre for touring in a new car from Protux Self-Drive Hire Service, home and overseas hire specialists, 204, Brock Rd., Liverpool. (6215)

**IRELAND**—Drive yourself or with chauffeur, new cars. Full details, apply Messrs. Thos. Cook & Son, Ltd., or direct Murray's, Baginb. St. Bridge, Dublin. (19663)

**OVAL** Self-Drive for service—Chauffeur-driven or R drive yourself, Humber limousines and new 10-18hp saloons—Gillingham St., S.W.1. Victoria 4366, day and night. (0443)

**WELCOME** overseas visitors, new self-drive or chauffeur-driven cars, are waiting for you at Wilson's Car Hire Services, Ltd., Trinity Gdns., S.W.9. Brixton 4011. (0312)

**DRIVE** yourself a modern car; overseas visitors a speciality—Northfields Garages, Ltd., Cranmer Works, Cranmer Ave., Ealing, W.13. Ealing 5688, and Balham 2072. (0685)

**EDWARDS & DAVIES (CAR HIRE)**, Ltd.—Post-war 8 and 10hp Ford, £15/15 week, £30 14 days, no mileage charge—Bri. 5532. 290, Milkwood Road, Herne Hill, S.E.24. (0683)

**A40** for your holidays or business, large fleet of post-war Austins, special facilities for overseas visitors, self-drive specialists—Truman's Garage (Arthur Court), Queensway, W.2. Bay. 6415. (0686)

**CODREY DAVIS**, Ltd., Europe's largest car hire organisation for medical self-drive and chauffeur-driven cars; 24-hour service and tours—7, Eccleston St., Victoria, S.W.1. Tel. Sloane 0022. (0454)

**6D**, per mile drive-yourself hire; minimum 30/- per day inclusive of insurance; modern Austins and Morris cars; tariff on request—South Kensington Motor Service, 2, Reece Mews, S.W.7. Ken. 1040. (4905)

**POST-WAR** self-drive cars from £2.15 per day, 12 days per week, special facilities for overseas visitors—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Tel. 5117. (5034)

**1949** 12, 15, 18, 20, 25, 30, 35, 40, 45, 50, 55, 60, 65, 70, 75, 80, 85, 90, 95, 100, 105, 110, 115, 120, 125, 130, 135, 140, 145, 150, 155, 160, 165, 170, 175, 180, 185, 190, 195, 200, 205, 210, 215, 220, 225, 230, 235, 240, 245, 250, 255, 260, 265, 270, 275, 280, 285, 290, 295, 300, 305, 310, 315, 320, 325, 330, 335, 340, 345, 350, 355, 360, 365, 370, 375, 380, 385, 390, 395, 400, 405, 410, 415, 420, 425, 430, 435, 440, 445, 450, 455, 460, 465, 470, 475, 480, 485, 490, 495, 500, 505, 510, 515, 520, 525, 530, 535, 540, 545, 550, 555, 560, 565, 570, 575, 580, 585, 590, 595, 600, 605, 610, 615, 620, 625, 630, 635, 640, 645, 650, 655, 660, 665, 670, 675, 680, 685, 690, 695, 700, 705, 710, 715, 720, 725, 730, 735, 740, 745, 750, 755, 760, 765, 770, 775, 780, 785, 790, 795, 800, 805, 810, 815, 820, 825, 830, 835, 840, 845, 850, 855, 860, 865, 870, 875, 880, 885, 890, 895, 900, 905, 910, 915, 920, 925, 930, 935, 940, 945, 950, 955, 960, 965, 970, 975, 980, 985, 990, 995, 1000, 1005, 1010, 1015, 1020, 1025, 1030, 1035, 1040, 1045, 1050, 1055, 1060, 1065, 1070, 1075, 1080, 1085, 1090, 1095, 1100, 1105, 1110, 1115, 1120, 1125, 1130, 1135, 1140, 1145, 1150, 1155, 1160, 1165, 1170, 1175, 1180, 1185, 1190, 1195, 1200, 1205, 1210, 1215, 1220, 1225, 1230, 1235, 1240, 1245, 1250, 1255, 1260, 1265, 1270, 1275, 1280, 1285, 1290, 1295, 1300, 1305, 1310, 1315, 1320, 1325, 1330, 1335, 1340, 1345, 1350, 1355, 1360, 1365, 1370, 1375, 1380, 1385, 1390, 1395, 1400, 1405, 1410, 1415, 1420, 1425, 1430, 1435, 1440, 1445, 1450, 1455, 1460, 1465, 1470, 1475, 1480, 1485, 1490, 1495, 1500, 1505, 1510, 1515, 1520, 1525, 1530, 1535, 1540, 1545, 1550, 1555, 1560, 1565, 1570, 1575, 1580, 1585, 1590, 1595, 1600, 1605, 1610, 1615, 1620, 1625, 1630, 1635, 1640, 1645, 1650, 1655, 1660, 1665, 1670, 1675, 1680, 1685, 1690, 1695, 1700, 1705, 1710, 1715, 1720, 1725, 1730, 1735, 1740, 1745, 1750, 1755, 1760, 1765, 1770, 1775, 1780, 1785, 1790, 1795, 1800, 1805, 1810, 1815, 1820, 1825, 1830, 1835, 1840, 1845, 1850, 1855, 1860, 1865, 1870, 1875, 1880, 1885, 1890, 1895, 1900, 1905, 1910, 1915, 1920, 1925, 1930, 1935, 1940, 1945, 1950, 1955, 1960, 1965, 1970, 1975, 1980, 1985, 1990, 1995, 2000, 2005, 2010, 2015, 2020, 2025, 2030, 2035, 2040, 2045, 2050, 2055, 2060, 2065, 2070, 2075, 2080, 2085, 2090, 2095, 2100, 2105, 2110, 2115, 2120, 2125, 2130, 2135, 2140, 2145, 2150, 2155, 2160, 2165, 2170, 2175, 2180, 2185, 2190, 2195, 2200, 2205, 2210, 2215, 2220, 2225, 2230, 2235, 2240, 2245, 2250, 2255, 2260, 2265, 2270, 2275, 2280, 2285, 2290, 2295, 2300, 2305, 2310, 2315, 2320, 2325, 2330, 2335, 2340, 2345, 2350, 2355, 2360, 2365, 2370, 2375, 2380, 2385, 2390, 2395, 2400, 2405, 2410, 2415, 2420, 2425, 2430, 2435, 2440, 2445, 2450, 2455, 2460, 2465, 2470, 2475, 2480, 2485, 2490, 2495, 2500, 2505, 2510, 2515, 2520, 2525, 2530, 2535, 2540, 2545, 2550, 2555, 2560, 2565, 2570, 2575, 2580, 2585, 2590, 2595, 2600, 2605, 2610, 2615, 2620, 2625, 2630, 2635, 2640, 2645, 2650, 2655, 2660, 2665, 2670, 2675, 2680, 2685, 2690, 2695, 2700, 2705, 2710, 2715, 2720, 2725, 2730, 2735, 2740, 2745, 2750, 2755, 2760, 2765, 2770, 2775, 2780, 2785, 2790, 2795, 2800, 2805, 2810, 2815, 2820, 2825, 2830, 2835, 2840, 2845, 2850, 2855, 2860, 2865, 2870, 2875, 2880, 2885, 2890, 2895, 2900, 2905, 2910, 2915, 2920, 2925, 2930, 2935, 2940, 2945, 2950, 2955, 2960, 2965, 2970, 2975, 2980, 2985, 2990, 2995, 3000, 3005, 3010, 3015, 3020, 3025, 3030, 3035, 3040, 3045, 3050, 3055, 3060, 3065, 3070, 3075, 3080, 3085, 3090, 3095, 3100, 3105, 3110, 3115, 3120, 3125, 3130, 3135, 3140, 3145, 3150, 3155, 3160, 3165, 3170, 3175, 3180, 3185, 3190, 3195, 3200, 3205, 3210, 3215, 3220, 3225, 3230, 3235, 3240, 3245, 3250, 3255, 3260, 3265, 3270, 3275, 3280, 3285, 3290, 3295, 3300, 3305, 3310, 3315, 3320, 3325, 3330, 3335, 3340, 3345, 3350, 3355, 3360, 3365, 3370, 3375, 3380, 3385, 3390, 3395, 3400, 3405, 3410, 3415, 3420, 3425, 3430, 3435, 3440, 3445, 3450, 3455, 3460, 3465, 3470, 3475, 3480, 3485, 3490, 3495, 3500, 3505, 3510, 3515, 3520, 3525, 3530, 3535, 3540, 3545, 3550, 3555, 3560, 3565, 3570, 3575, 3580, 3585, 3590, 3595, 3600, 3605, 3610, 3615, 3620, 3625, 3630, 3635, 3640, 3645, 3650, 3655, 3660, 3665, 3670, 3675, 3680, 3685, 3690, 3695, 3700, 3705, 3710, 3715, 3720, 3725, 3730, 3735, 3740, 3745, 3750, 3755, 3760, 3765, 3770, 3775, 3780, 3785, 3790, 3795, 3800, 3805, 3810, 3815, 3820, 3825, 3830, 3835, 3840, 3845, 3850, 3855, 3860, 3865, 3870, 3875, 3880, 3885, 3890, 3895, 3900, 3905, 3910, 3915, 3920, 3925, 3930, 3935, 3940, 3945, 3950, 3955, 3960, 3965, 3970, 3975, 3980, 3985, 3990, 3995, 4000, 4005, 4010, 4015, 4020, 4025, 4030, 4035, 4040, 4045, 4050, 4055, 4060, 4065, 4070, 4075, 4080, 4085, 4090, 4095, 4100, 4105, 4110, 4115, 4120, 4125, 4130, 4135, 4140, 4145, 4150, 4155, 4160, 4165, 4170, 4175, 4180, 4185, 4190, 4195, 4200, 4205, 4210, 4215, 4220, 4225, 4230, 4235, 4240, 4245, 4250, 4255, 4260, 4265, 4270, 4275, 4280, 4285, 4290, 4295, 4300, 4305, 4310, 4315, 4320, 4325, 4330, 4335, 4340, 4345, 4350, 4355, 4360, 4365, 4370, 4375, 4380, 4385, 4390, 4395, 4400, 4405, 4410, 4415, 4420, 4425, 4430, 4435, 4440, 4445, 4450, 4455, 4460, 4465, 4470, 4475, 4480, 4485, 4490, 4495, 4500, 4505, 4510, 4515, 4520, 4525, 4530, 4535, 4540, 4545, 4550, 4555, 4560, 4565, 4570, 4575, 4580, 4585, 4590, 4595, 4600, 4605, 4610, 4615, 4620, 4625, 4630, 4635, 4640, 4645, 4650, 4655, 4660, 4665, 4670, 4675, 4680, 4685, 4690, 4695, 4700, 4705, 4710, 4715, 4720, 4725, 4730, 4735, 4740, 4745, 4750, 4755, 4760, 4765, 4770, 4775, 4780, 4785, 4790, 4795, 4800, 4805, 4810, 4815, 4820, 4825, 4830, 4835, 4840, 4845, 4850, 4855, 4860, 4865, 4870, 4875, 4880, 4885, 4890, 4895, 4900, 4905, 4910, 4915, 4920, 4925, 4930, 4935, 4940, 4945, 4950, 4955, 4960, 4965, 4970, 4975, 4980, 4985, 4990, 4995, 5000, 5005, 5010, 5015, 5020, 5025, 5030, 5035, 5040, 5045, 5050, 5055, 5060, 5065, 5070, 5075, 5080, 5085, 5090, 5095, 5100, 5105, 5110, 5115, 5120, 5125, 5130, 5135, 5140, 5145, 5150, 5155, 5160, 5165, 5170, 5175, 5180, 5185, 5190, 5195, 5200, 5205, 5210, 5215, 5220, 5225, 5230, 5235, 5240, 5245, 5250, 5255, 5260, 5265, 5270, 5275, 5280, 5285, 5290, 5295, 5300, 5305, 5310, 5315, 5320, 5325, 5330, 5335, 5340, 5345, 5350, 5355, 5360, 5365, 5370, 5375, 5380, 5385, 5390, 5395, 5400, 5405, 5410, 5415, 5420, 5425, 5430, 5435, 5440, 5445, 5450, 5455, 5460, 5465, 5470, 5475, 5480, 5485, 5490, 5495, 5500, 5505, 5510, 5515, 5520, 5525, 5530, 5535, 5540, 5545, 5550, 5555, 5560, 5565, 5570, 5575, 5580, 5585, 5590, 5595, 5600, 5605, 5610, 5615, 5620, 5625, 5630, 5635, 5640, 5645, 5650, 5655, 5660, 5665, 5670, 5675, 5680, 5685, 5690, 5695, 5700, 5705, 5710, 5715, 5720, 5725, 5730, 5735, 5740, 5745, 5750, 5755, 5760, 5765, 5770, 5775, 5780, 5785, 5790, 5795, 5800, 5805, 5810, 5815, 5820, 5825, 5830, 5835, 5840, 5845, 5850, 5855, 5860, 5865, 5870, 5875, 5880, 5885, 5890, 5895, 5900, 5905, 5910, 5915, 5920, 5925, 5930, 5935, 5940, 5945, 5950, 5955, 5960, 5965, 5970, 5975, 5980, 5985, 5990, 5995, 6000, 6005, 6010, 6015, 6020, 6025, 6030, 6035, 6040, 6045, 6050, 6055, 6060, 6065, 6070, 6075, 6080, 6085, 6090, 6095, 6100, 6105, 6110, 6115, 6120, 6125, 6130, 6135, 6140, 6145, 6150, 6155, 6160, 6165, 6170, 6175, 6180, 6185, 6190, 6195, 6200, 6205, 6210, 6215, 6220, 6225, 6230, 6235, 6240, 6245, 6250, 6255, 6260, 6265, 6270, 6275, 6280, 6285, 6290, 6295, 6300, 6305, 6310, 6315, 6320, 6325, 6330, 6335, 6340, 6345, 6350, 6355, 6360, 6365, 6370, 6375, 6380, 6385, 6390, 6395, 6400, 6405, 6410, 6415, 6420, 6425, 6430, 6435, 6440, 6445, 6450, 6455, 6460, 6465, 6470, 6475, 6480, 6485, 6490, 6495, 6500, 6505, 6510, 6515, 6520, 6525, 6530, 6535, 6540, 6545, 6550, 6555, 6560, 6565, 6570, 6575, 6580, 6585, 6590, 6595, 6600, 6605, 6610, 6615, 6620, 6625, 6630, 6635, 6640, 6645, 6650, 6655, 6660, 6665, 6670, 6675, 6680, 6685, 6690, 6695, 6700, 6705, 6710, 6715, 6720, 6725, 6730, 6735, 6740, 6745, 6750, 6755, 6760, 6765, 6770, 6775, 6780, 6785, 6790, 6795, 6800, 6805, 6810, 6815, 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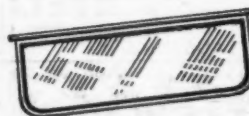
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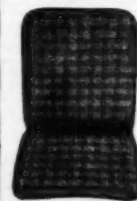
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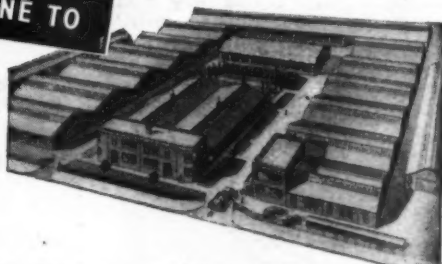
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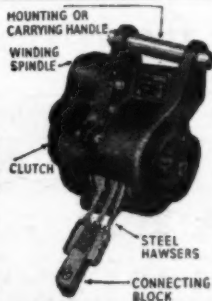
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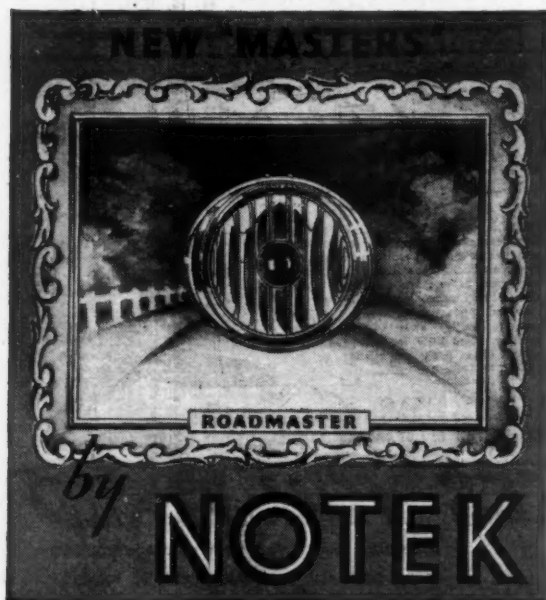
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Motorists and Racing Aces—Motor Manufacturers and Service Specialists all choose the Cheney Connect because it is the strongest, most dependable hose joint in the world withstanding the greatest inch-pound pressure. Fully patented, it is original equipment on famous British Cars and a standard component on British Aircraft. Every garage stocks the Cheney Connect—many sell no other.

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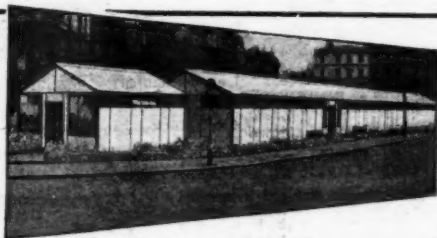
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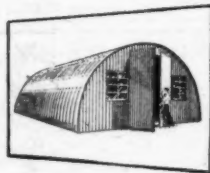
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## *it takes 4 drivers*

For an expert driver it can be tough being a passenger.

Back-seat-driving; when your foot comes down hard on the floor boards and you have to hold on to yourself not to sing out.

But here, thank goodness, is a car that's built to take a driver in every seat and keep him happy. You cannot help feeling the absolute *safety* of the car — its iron grip of the road, the masterful way it has with corners and the fine indifference with which it treats the hills.

Yes, here you sit in the back actually enjoying it. And suddenly you're surprised that you can stretch your legs — long though they are. And you can loll about as you like. There's such a lot of room.

Then you remember — what someone once told you — you get more body room because that hyper-efficient engine is so compact, so far forward. And so here you are gliding along ahead of the back axle with the torsion bar suspension

soaking up the bumps and the clock showing a steady cruising 70.

You puff a cigarette and offer one to the other fellow. Hello! — he's watching the scenery. What a car this is — two back-seat-drivers not bothering to drive.

This car is a waste of money if you don't care what a car does. There's such a lot built into it that doesn't really show until you have it in your hands. Once tried, you'll say 'I'd rather go by Javelin!'

Top speed, electrically timed, 78 m.p.h.  
Acceleration 0-60 m.p.h. in 22.2 secs. (*"The Motor"* Road Test).

Horizontally opposed flat-four 50 B.H.P. engine.

Javelin Saloon: £595 plus purchase tax £166.0.7.

Javelin Saloon de luxe: £695  
plus purchase tax £193.16.1.

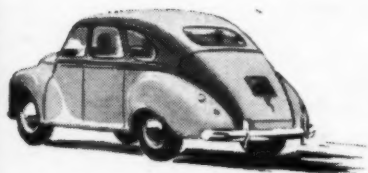


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1½ LITRE

# JAVELIN



*take a good look when it passes you*



## *With this NEW Prismatic Mirror*

Another contribution to safer motoring! The mirror with the dipping device; incorporating a scientifically designed optical prism which gives you "second sight." A flick of the finger eliminates the blinding reflection from the headlights of following cars and, at the same time, a secondary image of less intensity is brought into focus which gives you a clear and comfortable vision of the traffic behind.

This is the mirror that motorists have been waiting for—get one from your local garage or nearest Lucas Agent.

**Model 584.** For top of screen mounting, pendant position. (As illustrated)

**Model 585.** For scuttle rail or facia mounting, upright position.

# **LUCAS**

## **DIPPING MIRROR**



Price 40/-

